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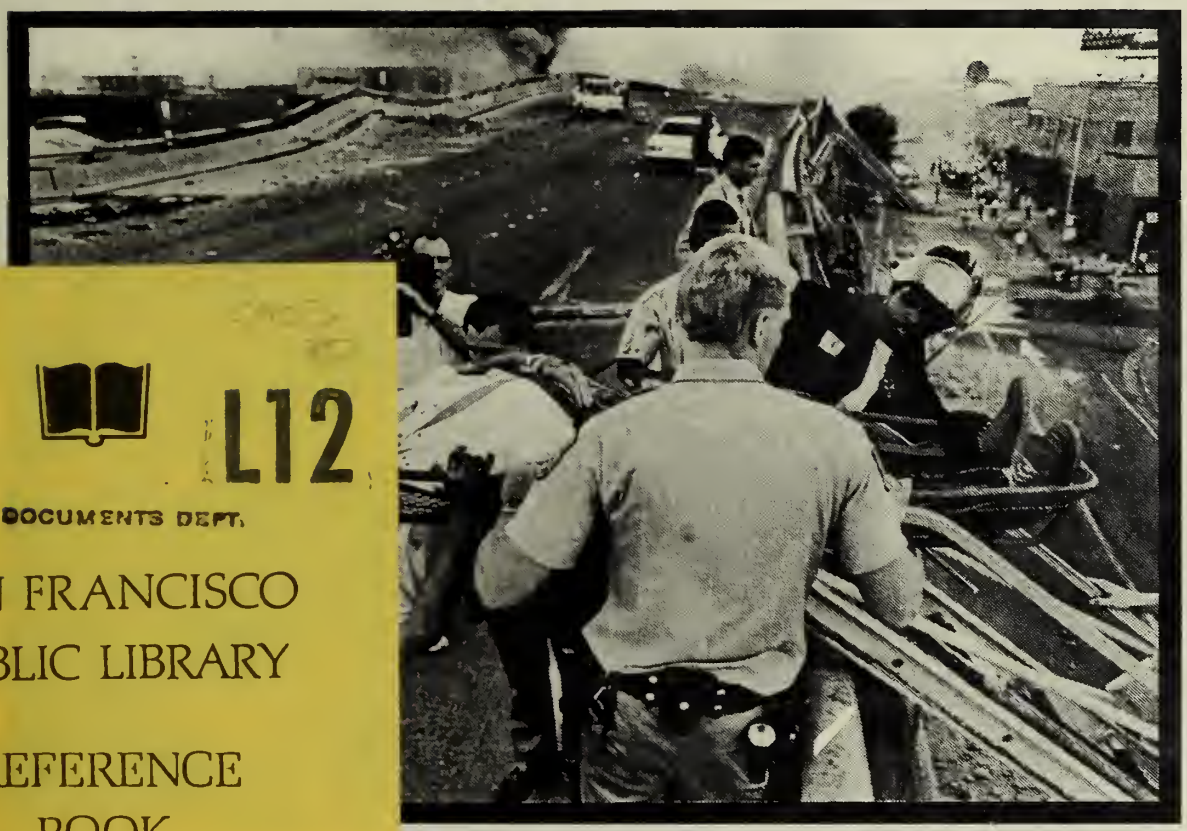

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IDENTIFICATION
INJURY AND DAMAGE SUMMARIES

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VOLUME - I

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v.1

Loma Prieta earthquake,
October 17, 1989 :
c1990.

The 1989 Loma Prieta Earthquake

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INTRODUCTION

At the direction of M. J. Hannigan, Commissioner of the California Highway Patrol, a special investigation team was established to document the earthquake induced collapse of the portion of the I-880 Nimitz Freeway known as the Cypress Street Viaduct. This special investigation team was officially formed on October 26, 1989, and began operation on October 30, 1989.

PURPOSE

The purpose of the special investigation team is to identify, collect and document factual information relating to the following specific areas:

1. Traffic flow on the Cypress Structure at the time of its collapse.

2. Identification and location of each vehicle on, or adjacent to, the Cypress Structure that was damaged as a consequence of its collapse.

3. To identify the extent of damage to all vehicles and other property directly, or indirectly, associated with the collapse of the Cypress Structure.

4. Identification and location of the drivers and passengers of each of the vehicles identified in item number 2, above.

5. Identification of all parties injured or killed as a direct, or indirect, consequence of the collapse of the Cypress Structure. To include the date, time and cause of death and extent of injuries to each victim identified in item number 4, above.

6. To interview and document the statements of all survivors of the Cypress Structure collapse as identified in items number 4 and 5, above.

7. To identify, locate, interview and document the statements of witness to the collapse of the Cypress Structure.

8. To collect the data necessary to prepare a factual description of the collapse of the Cypress Structure and its effect on the vehicles and their occupants who were on, or adjacent to, the structure when it collapsed.

OBJECTIVE

It is not the intent, nor is it the objective of this report to determine, or address, the cause, or causes, of the collapse of the Cypress Structure. The primary responsibility of this report is to provide for the factual documentation of the evidence related to the collapse of the structure, and to describe, as accurately as possible, the sequence of events taking place just prior to, and during, the structure collapse.

CLASSIFICATION

The National Safety Council's, Manual On Classification of Motor Vehicle Traffic Accidents, defines an accident as; "an unstabilized situation which includes at least one harmful event not directly resulting from a cataclysm." Consequently, this incident is not being classified as a motor vehicle traffic accident for those parties who sustained damage, or were injured, as a direct result of the earthquake.

REPORT FORMAT

The investigation of the earthquake induced collapse of the Cypress Street Viaduct took nearly seven months to complete and represents the collection, documentation, analysis and conclusions based on nearly three months of intensive field work, the evaluation of over 6000 pages of written material, 4000 photographs, hundreds of hours of video tape and formal and informal conversations and interviews with hundreds of people who were, in one way or another, associated with the collapse of the Cypress Structure.

The report, in total, comprises nearly 2000 pages of type written material, charts, graphs, and diagrams. To facilitate the sheer volume of the materials necessary to the documentation of this investigation, this report has been produced in six separate volumes and an appendix.

Volume I - Identification, Injury and Damage Summaries

Volume I consists of the driver, passenger and witness fact sheets. These fact sheets provide the name, address, telephone numbers and other relevant information necessary to the proper identification of drivers and passengers involved in the collapse of the Cypress Structure and of the witnesses who provided information related to the earthquake and the collapse of the Cypress Structure. The driver fact sheets also provides the year, make, color, license plate and registered owner of the vehicle involved. Also provided on the driver fact sheets are; the location of rest of the involved vehicle, a description of the injuries suffered by the driver, a description of the damage sustained by the vehicle, a summary of the driver's statement and a listing of the other occupants in the vehicle. The passenger fact sheets, in addition to identification information, provide the description of the injuries suffered by the passenger and a summary of the passenger's statement. Also included in Volume I are the autopsy summaries and the complete damage description for V-37, the University of California, San Francisco, vanpool van.

Volume II - Factual Data

Volume II contains the factual description of certain elements of the investigation and an inventory of some of the materials collected, or produced, as a consequence of the investigation. Included are: a summary of the seismic information relevant to the 1989 Loma Prieta Earthquake, weather information, a factual description of the Cypress Street viaduct and its roadway as designed and built, the engineers report on traffic conditions, the factual report of the damage sustained by the collapsed section of the Cypress Structure, and the description and location of the physical evidence relevant to the motion of vehicles on the upper deck of the structure. Volume II also includes: the photograph, video tape, and audio tape logs.

Volume IIIA - Transcribed Statements of Southbound Parties

Volume IIIA contains the transcribed statements of 63 involved drivers and passengers who were southbound on the upper deck of the Cypress Structure when it collapsed .

Volume IIIB - Transcribed Statements of Northbound Parties and Surface Streets

Volume IIIB contains the transcribed and summarized statements of 29 involved drivers and passengers who were northbound on the lower deck of the Cypress Structure when it collapsed . This volume also contains the transcribed statements of the nine (9) involved drivers or vehicle owners who were on surface streets immediately adjacent to the Cypress Structure when it collapsed.

Volume IIIC - Witness Statements

Volume IIIC contains the transcribed and summarized statements of the 101 witnesses who were northbound or southbound on I-880 prior to the structure collapse, on adjacent freeways, or at various other locations adjacent to the fallen structure.

Volume IV - Analysis, Opinions and Conclusions

Volume IV provides an analysis of the data collected, summarizes the findings, and reports the conclusions of the California Highway Patrol's investigation of the earthquake induced collapse of the Cypress Street Viaduct. This volume includes: the analysis and summary of information obtained from the interviews of drivers, passengers and witnesses; the pre, at and post earthquake descriptions for each of the parties directly involved in the collapse of the Cypress Structure; the failure analysis and description of how, and in what sequence, the Cypress Structure collapsed; and a summary of the opinions and conclusions resulting from the analysis and evaluation of the information and data collected as a result of this investigation.

Appendix

The appendix is comprised of a set of three, 4-page, scale diagrams of the Cypress Structure. These diagrams depict the Cypress Structure and the surface streets and buildings immediately adjacent to the structure, from the north edge of Fifteenth Street to the beginning of the distribution structure. The subject of these diagrams are as follows:

Set I: Upper Deck Topography
Set II: Upper Deck and Cypress Street Vehicles and Physical Evidence
Set III: Lower Deck Vehicles

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INVESTIGATION TEAM ROSTER

TEAM COORDINATORS

RANK	NAME	I.D.	AREA OF ASSIGNMENT
Lieutenant	AL Goldberg	6268	Santa Rosa Area Office
Lieutenant	Harry Wilson	8491	Golden Gate Division - Investigative Services Unit

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Sergeant	Thomas K. Shelton	5918	Academy - Academic Unit

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Senior Engineer	Clifford Romano	n/a	Central Division MAIT

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Officer	Rick Linson	9545	Stockton Area Office
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Officer	Jim Mengle	7207	Golden Gate Division - Staged Collisions
Officer	Sally Mitchell	11092	Golden Gate Division - Stage Collisions
Officer	George Morrill	7097	Coastal Division - Staged Collisions
Officer	Max Santiago	9963	Golden Gate Division - Vehicle Theft Unit
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Officer	Len Silva	7924	Golden Gate Division - Vehicle Theft Unit
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NAME	AREA OF ASSIGNMENT
Gaye Hults	Golden Gate Division
Maxine Munger	Office of the Commissioner
Leslie Munger	Office of Special Representative

CALIFORNIA HIGHWAY PATROL

I-880 CYPRESS STRUCTURE COLLAPSE - SUMMARY SHEET

SOUTHBOUND DIRECTION (Upper Deck)

OCCUPANT SUMMARY			VEHICLE SUMMARY	
Total Number of Involved Parties:		85	**Total Number of Involved Vehicles:**	49
Total Number of Fatalities:		7	Number With Total Damage:	18
Total Number of Injuries:		67	Number With Major Damage:	12
Number With Complaint of Pain:	14		Number With Moderate Damage:	15
Number With Other Visible:	19		Number With Minor Damage:	3
Number With Severe:	34		Number With No Damage:	1
Total Uninjuried:		11		

NORTHBOUND DIRECTION (Lower Deck)

OCCUPANT SUMMARY			VEHICLE SUMMARY	
Total Number of Involved Parties:		77	**Total Number of Involved Vehicles:**	58
Total Number of Fatalities:		35	Number With Total Damage:	54
Total Number of Injuries:		38	Number With Major Damage:	1
Number With Complaint of Pain:	7		Number With Moderate Damage:	2
Number With Other Visible:	10		Number With Minor Damage:	1
Number With Severe:	21		Number With No Damage:	0
Total Uninjuried:		4		

SURFACE STREETS

OCCUPANT SUMMARY			VEHICLE SUMMARY	
Total Number of Involved Parties:		9	**Total Number of Involved Vehicles:**	9
Total Number of Fatalities:		0	Number With Total Damage:	3
Total Number of Injuries:		3	Number With Major Damage:	3
Number With Complaint of Pain:	2		Number With Moderate Damage:	2
Number With Other Visible:	0		Number With Minor Damage:	1
Number With Severe:	1		Number With No Damage:	0
Total Uninjuried:		6		

TOTALS

OCCUPANT TOTALS			VEHICLE TOTALS	
Total Number of Involved Parties:		171	**Total Number of Involved Vehicles:**	116
Total Number of Fatalities:		42	Number With Total Damage:	75
Total Number of Injuries:		108	Number With Major Damage:	16
Number With Complaint of Pain:	23		Number With Moderate Damage:	19
Number With Other Visible:	29		Number With Minor Damage:	5
Number With Severe:	56		Number With No Damage:	1
Total Uninjuried:		21		

WITNESSES

Southbound I-880	Northbound I-880	Off Structure	Total
32	55	14	101

VOLUME I

IDENTIFICATION, INJURY AND DAMAGE DESCRIPTIONS

TABLE OF CONTENTS

TITLE PAGE NUMBER

COMMONLY USED ABBREVIATIONS AND TERMS.....xv to xvi

BENT LEGENDS.....xvii

DRIVER DATA SHEETS.....I-1 to I-116

D-1 ..... I-1
D-2 ..... I-2
D-3 ..... I-3
D-4 ..... I-4
D-5 ..... I-5
D-6 ..... I-6
D-7 ..... I-7
D-8 ..... I-8
D-9 ..... I-9
D-10 ..... I-10
D-11 ..... I-11
D-12 ..... I-12
D-13 ..... I-13
D-14 ..... I-14
D-15 ..... I-15
D-16 ..... I-16
D-17 ..... I-17
D-18 ..... I-18
D-19 ..... I-19
D-20 ..... I-20
D-21 ..... I-21
D-22 ..... I-22
D-23 ..... I-23
D-24 ..... I-24
D-25 ..... I-25
D-26 ..... I-26
D-27 ..... I-27
D-28 ..... I-28
D-29 ..... I-29
D-30 ..... I-30
D-31 ..... I-31
D-32 ..... I-32
D-33 ..... I-33

TITLE	PAGE NUMBER
D-34	I-34
D-35	I-35
D-36	I-36
D-37	I-37
D-38	I-38
D-39	I-39
D-40	I-40
D-41	I-41
D-42	I-42
D-43	I-43
D-44	I-44
D-45	I-45
D-46	I-46
D-47	I-47
D-48	I-48
D-49	I-49
D-50	I-50
D-51	I-51
D-52	I-52
D-53	I-53
D-54	I-54
D-55	I-55
D-56	I-56
D-57	I-57
D-58	I-58
D-59	I-59
D-60	I-60
D-61	I-61
D-62	I-62
D-63	I-63
D-64	I-64
D-65	I-65
D-66	I-66
D-67	I-67
D-68	I-68
D-69	I-69
D-70	I-70
D-71	I-71
D-72	I-72
D-73	I-73
D-74	I-74
D-75	I-75
D-76	I-76
D-77	I-77
D-78	I-78
D-79	I-79
D-80	I-80
D-81	I-81

TITLE PAGE NUMBER

D-82 ..... I-82
D-83 ..... I-83
D-84 ..... I-84
D-85 ..... I-85
D-86 ..... I-86
D-87 ..... I-87
D-88 ..... I-88
D-89 ..... I-89
D-90 ..... I-90
D-91 ..... I-91
D-92 ..... I-92
D-93 ..... I-93
D-94 ..... I-94
D-95 ..... I-95
D-96 ..... I-96
D-97 ..... I-97
D-98 ..... I-98
D-99 ..... I-99
D-100 ..... I-100
D-101 ..... I-101
D-102 ..... I-102
D-103 ..... I-103
D-104 ..... I-104
D-105 ..... I-105
D-106 ..... I-106
D-107 ..... I-107
D-108 ..... I-108
D-109 ..... I-109
D-110 ..... I-110
D-111 ..... I-111
D-112 ..... I-112
D-113 ..... I-113
D-114 ..... I-114
D-115 ..... I-115
D-116 ..... I-116

PASSENGER DATA SHEETS.....I-117 to I-144

P-1A I-117
P-2A I-117
P-2B I-118
P-2C I-118
P-2D I-119
P-11A I-119
P-15A I-120
P-18A I-120
P-19A I-121

TITLE	PAGE NUMBER
P-21A	I-121
P-21B	I-122
P-21C	I-122
P-22A	I-123
P-25A	I-123
P-26A	I-124
P-26B	I-124
P-26C	I-125
P-26D	I-125
P-28A	I-126
P-28B	I-126
P-28C	I-127
P-28D	I-127
P-30A	I-128
P-30B	I-128
P-30C	I-129
P-30D	I-129
P-37A	I-130
P-37B	I-130
P-37C	I-131
P-37D	I-131
P-37E	I-132
P-37F	I-132
P-37G	I-133
P-41A	I-133
P-42A	I-134
P-46A	I-134
P-51A	I-135
P-51B	I-135
P-64A	I-136
P-64B	I-136
P-64C	I-137
P-64D	I-137
P-83A	I-138
P-93A	I-138
P-97A	I-139
P-97B	I-139
P-97C	I-140
P-97D	I-140
P-99A	I-141
P-100A	I-141
P-100B	I-142
P-100C	I-142
P-104A	I-143
P-107A	I-143
P-107B	I-144

WITNESS DATA SHEETS.....I-145 to I-154

TITLE PAGE NUMBER

AUTOPSY SUMMARIES.....I-155 to I-169

D-8 ..... I-155
D-28 ..... I-155
P-37B I-155
P-37C I-155
P-37D I-156
P-37F I-156
P-37G I-157
D-50 ..... I-157
D-53 ..... I-157
D-54 ..... I-158
D-56 ..... I-158
D-61 ..... I-158
D-63 ..... I-159
D-64 ..... I-159
P-64A I-159
D-65 ..... I-159
D-66 ..... I-160
D-67 ..... I-160
D-68 ..... I-161
D-69 ..... I-161
D-72 ..... I-161
D-73 ..... I-162
D-76 ..... I-162
D-77 ..... I-162
D-79 ..... I-163
D-81 ..... I-163
D-86 ..... I-163
D-89 ..... I-164
D-91 ..... I-164
D-92 ..... I-164
P-97C I-165
D-98 ..... I-165
D-99 ..... I-165
P-99A I-166
D-100 ..... I-166
P-100A I-166
D-101 ..... I-167
D-102 ..... I-167
D-103 ..... I-167
D-104 ..... I-168
P-104A I-168
D-105 ..... I-168

SUPPLEMENTAL DAMAGE DESCRIPTION V-37.....I-171 to I-174

VOLUME II

FACTUAL DATA

TABLE OF CONTENTS

TITLE	PAGE NUMBER
COMMONLY USED ABBREVIATIONS AND TERMS	ii to iii
BENT LEGEND DIAGRAM	iv
SEISMIC DATA	II-1 to II-3
WEATHER	II-3
ENGINEERING REPORT	II-5 to II-103
Roadway - Structure Description	II-5 to II-15
Structure Damage Description	II-17 to II-103
Figures	II-105 to II-108
PHYSICAL EVIDENCE DESCRIPTION AND LOCATION	II-109 to II-115
PHOTO LOG	II-117 to II-136
VIDEO TAPE LOG	II-137 to II-144
AUDIO TAPE LOG	II-145 to II-149

VOLUME IIIA

TRANSCRIBED STATEMENTS - SOUTHBOUND PARTIES

TABLE OF CONTENTS

TITLE	PAGE NUMBER
TRANSCRIBED STATEMENTS	I-1 to I-116
P-1A	IIIA-1
D-2	IIIA-9
D-3	IIIA-19
D-4	IIIA-25
D-5	IIIA-33
D-6	IIIA-39
D-7	IIIA-43
D-9	IIIA-49
D-10	IIIA-59
D-11	IIIA-69
P-11A	IIIA-77
D-12	IIIA-83
D-13	IIIA-87
D-14	IIIA-97
D-15	IIIA-109
D-16	IIIA-117
D-17	IIIA-125
D-18	IIIA-137
P-18A	IIIA-145
D-19	IIIA-153
P-19A	IIIA-161
D-20	IIIA-167
D-21	IIIA-175
P-21A	IIIA-185
D-23	IIIA-189
D-24	IIIA-205
D-25	IIIA-209
P-25A	IIIA-213
D-26	IIIA-221
P-26A	IIIA-229
P-26B	IIIA-233
P-26C	IIIA-239
P-26D	IIIA-247
D-27	IIIA-253
D-29	IIIA-261
D-30	IIIA-271
P-30A	IIIA-279
P-30B	IIIA-287
P-30C	IIIA-297
P-30D	IIIA-305

TITLE	PAGE NUMBER
D-31	IIIA-311
D-32	IIIA-321
D-33	IIIA-329
D-34	IIIA-339
D-35	IIIA-345
D-36	IIIA-353
D-37	IIIA-363
P-37A	IIIA-365
D-38	IIIA-377
D-39	IIIA-387
D-40	IIIA-399
D-41	IIIA-407
P-41A	IIIA-407
D-42	IIIA-413
P-42A	IIIA-413
D-43	IIIA-425
D-44	IIIA-437
D-45	IIIA-443
D-46	IIIA-453
P-46A	IIIA-461
D-47	IIIA-465
D-48	IIIA-477
D-49	IIIA-489

VOLUME IIIB

TRANSCRIBED STATEMENTS - NORTHBOUND AND SURFACE STREETS PARTIES

TABLE OF CONTENTS

TITLE	PAGE NUMBER
TRANSCRIBED STATEMENTS	I-1 to I-116
D-51	IIIB-1
P-51A	IIIB-13
D-55	IIIB-27
D-58	IIIB-31
D-59	IIIB-43
D-60	IIIB-55
D-62	IIIB-63
D-70	IIIB-65
D-71	IIIB-73
D-74	IIIB-85
D-75	IIIB-95
D-78	IIIB-105
D-80	IIIB-109
D-82	IIIB-117
D-83	IIIB-125
P-83A	IIIB-125
D-84	IIIB-133
D-85	IIIB-139
D-88	IIIB-143
D-90	IIIB-149
D-94	IIIB-157
D-95	IIIB-167
D-96	IIIB-175
D-97	IIIB-181
P-97A	IIIB-189
P-97B	IIIB-195
P-97D	IIIB-201
D-107	IIIB-209
P-107A	IIIB-211
D-108	IIIB-223
D-109	IIIB-233
D-110	IIIB-237
D-111	IIIB-247
D-112	IIIB-255
D-113	IIIB-271
D-114	IIIB-283
D-115	IIIB-291
D-116	IIIB-299

VOLUME IIIC

WITNESS STATMENTS

TABLE OF CONTENTS

TITLE PAGE NUMBER

WITNESS STATEMENTS (Listed Alphabetically).....IIIC-1 to IIIC-361

W-57 ..... IIIC-347
W-1 ..... IIIC-1
W-58 ..... IIIC-347
W-59 ..... IIIC-347
W-60 ..... IIIC-348
W-2 ..... IIIC-11
W-3 ..... IIIC-17
W-4 ..... IIIC-21
W-61 ..... IIIC-348
W-5 ..... IIIC-25
W-6 ..... IIIC-29
W-62 ..... IIIC-348
W-7 ..... IIIC-37
W-8 ..... IIIC-41
W-9 ..... IIIC-47
W-63 ..... IIIC-349
W-10 ..... IIIC-51
W-11 ..... IIIC-57
W-12 ..... IIIC-61
W-13 ..... IIIC-65
W-64 ..... IIIC-349
W-65 ..... IIIC-349
W-66 ..... IIIC-350
W-14 ..... IIIC-71
W-16 ..... IIIC-83
W-15 ..... IIIC-83
W-67 ..... IIIC-350
W-17 ..... IIIC-95
W-18 ..... IIIC-99
W-19 ..... IIIC-103
W-68 ..... IIIC-350
W-99 ..... IIIC-323
W-69 ..... IIIC-351
W-20 ..... IIIC-109
W-70 ..... IIIC-351
W-21 ..... IIIC-117
W-71 ..... IIIC-352
W-22 ..... IIIC-121
W-72 ..... IIIC-352
W-73 ..... IIIC-352

TITLE	PAGE NUMBER
W-23	IIIC-123
W-24	IIIC-129
W-74	IIIC-353
W-100	IIIC-333
W-101	IIIC-341
W-25	IIIC-135
W-26	IIIC-139
W-75	IIIC-353
W-76	IIIC-353
W-27	IIIC-143
W-77	IIIC-353
W-28	IIIC-151
W-29	IIIC-153
W-30	IIIC-157
W-78	IIIC-354
W-79	IIIC-354
W-80	IIIC-354
W-81	IIIC-355
W-31	IIIC-161
W-82	IIIC-355
W-32	IIIC-165
W-33	IIIC-173
W-34	IIIC-177
W-35	IIIC-183
W-83	IIIC-355
W-84	IIIC-356
W-36	IIIC-189
W-37	IIIC-195
W-85	IIIC-356
W-38	IIIC-199
W-86	IIIC-356
W-39	IIIC-211
W-87	IIIC-357
W-88	IIIC-357
W-40	IIIC-215
W-89	IIIC-358
W-90	IIIC-358
W-91	IIIC-358
W-41	IIIC-221
W-92	IIIC-359
W-42	IIIC-227
W-43	IIIC-231
W-93	IIIC-359
W-44	IIIC-237
W-94	IIIC-359
W-45	IIIC-243
W-46	IIIC-253
W-47	IIIC-261

TITLE	PAGE NUMBER
W-48	IIIC-271
W-95	IIIC-360
W-49	IIIC-277
W-50	IIIC-283
W-51	IIIC-293
W-52	IIIC-295
W-96	IIIC-360
W-97	IIIC-360
W-53	IIIC-305
W-54	IIIC-309
W-55	IIIC-313
W-56	IIIC-317
W-98	IIIC-361

VOLUME IV

ANALYSIS, OPINIONS AND CONCLUSIONS

TABLE OF CONTENTS

TITLE PAGE NUMBER

COMMONLY USED ABBREVIATIONS AND TERMS.....ii to iii

BENT LEGENDS.....iv

ANALYSIS.....IV-1 to IV-50

Summary of Injured Driver and Passenger Fatalities, Injuries and Vehicle Damage.....IV-1 to IV-6

Summary - Vehicle Impact and Collision Types.....IV-7 to IV-9

Data Analysis of Involved Driver and Passengers Interviewed.....IV-10 to IV-22

Traffic Density, Population and At-Risk Analysis.....IV-23 to IV-24

Time Position Analysis - Involved Drivers.....IV-25 to IV-30

Data Analysis of Witness Interviews.....IV-31 to IV-39

Data Analysis of Seatbelt Usage and Injury Severity....IV-40 to IV-50

NARRATIVE DESCRIPTION.....IV-51 to IV-171

Introduction.....IV-51 to IV-52

Vehicle Scenarios.....IV-53 to IV-153

Vehicle Scenario Diagrams.....IV-155 to IV-161

Collapse Scenario.....IV-163 to IV-169

Collapse Scenario Diagrams.....IV-170 to IV-171

SUMMARY AND CONCLUSIONS.....IV-173 to IV-180

RECOMMENDATIONS.....IV-180 to IV-181

APPENDIX

TABLE OF CONTENTS

TITLE

CYPRESS STREET VIADUCT SCALE DIAGRAMS

Set 1, Upper Deck Topographical.....4 Pages

Set 2, Upper Deck and Surface Street
Vehicles and Physical Evidence.....4 Pages

Set 3, Lower Deck Vehicles.....4 Pages

COMMONLY USED TERMS AND ABBREVIATIONS

Abbreviations

Caltrans	-	California Department of Transportation
CHP	-	California Highway Patrol
CSMIP	-	California Strong Motion Instrumentation Program
E/B	-	Eastbound
fps	-	Feet per second
fps/s	-	Feet per second per second
ft	-	Feet
mph	-	Miles per hour
OPD	-	Oakland Police Department
P/U	-	Pick up
S/B	-	Southbound
S.O.	-	Sheriff's Office
Sec	-	Second
N/B	-	Northbound
T/L	-	Traffic Lane
USGS	-	United States Geological Survey
W/B	-	Westbound

Terms

Bent: A roadway support structure which consists of rectangular horizontal members (caps) and rectangular vertical members (columns). Bents on the Cypress Structure were given numbers corresponding to their respective bent number on the Caltrans "as-built" plans.

Cable Restrainers: Cable and fastener devices designed to prevent an expansion joint from pulling apart in the longitudinal direction.

Cap: A rectangular horizontal support member, consisting of concrete and reinforcing steel, which is attached to columns.

Column: A rectangular vertical support member, consisting of concrete and reinforcing steel, which is attached to, and supports, the caps.

Diaphragm: A horizontal girder which forms the north face of a support span, or the south face of an overhang span.

Expansion Joint: A stepped, overlapping connection that allows for thermal expansion of the roadway structure. Also known a Hinge.

Exterior Girders: The girders on the outside of a span.

Girders: A rectangular support member, consisting of concrete and steel, which runs longitudinally along the span and attaches to the caps.

Horizontal Steel: Reinforcing steel contained in a horizontal support member.

Interior Girders: The girders on the inside of a span.

Longitudinal Steel: Reinforcing steel contained in a longitudinal support member.

Overhang Span: The portion of a span north of an expansion joint, which is supported by the support span.

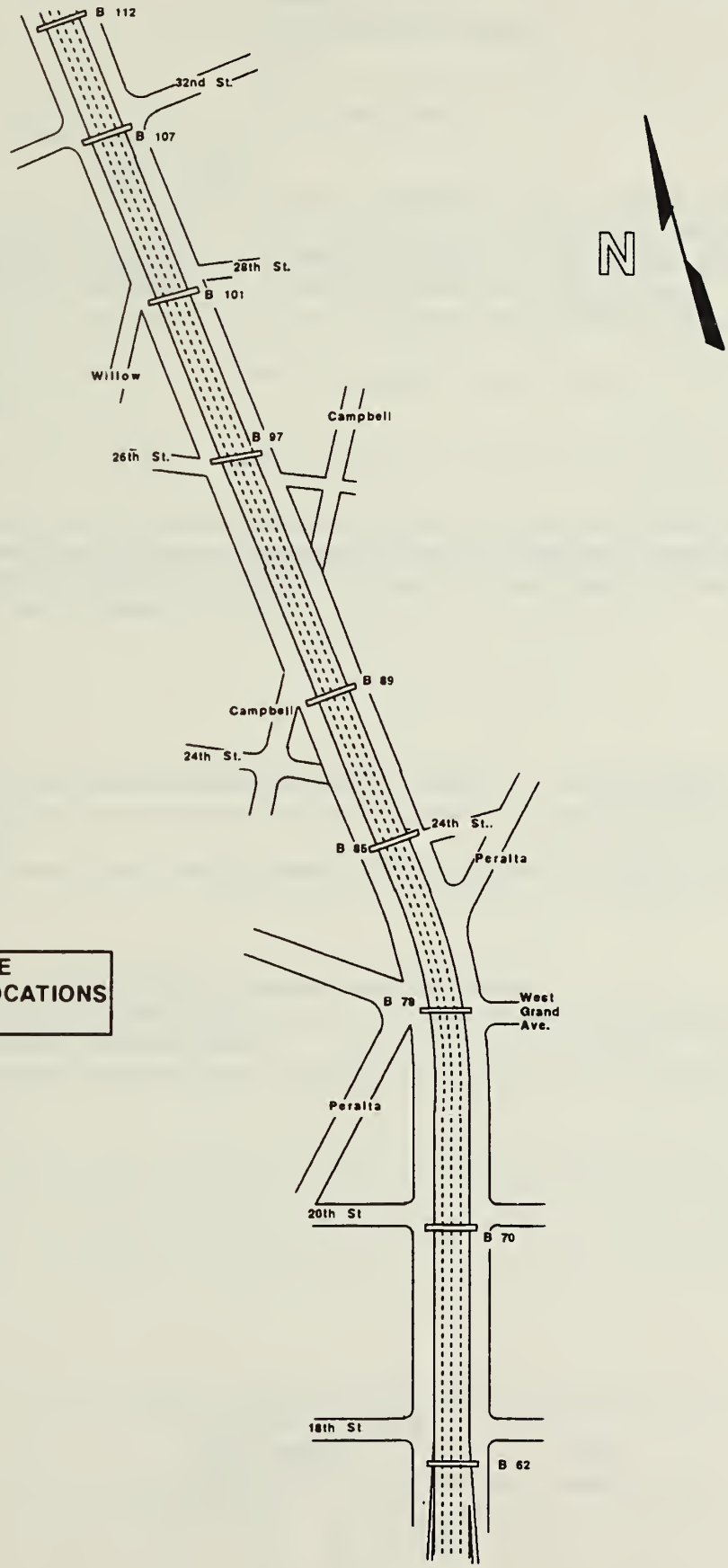
Roadway Surface: A span's top slab of asphalt and concrete, which is attached to the girders and caps.

Soffit: The bottom slab of concrete in a span, which is attached to the girders and the caps.

Span: A section of the roadway structure between bents, which is connected to the top portion of a cap. Spans on the Cypress Structure were given numbers corresponding to the number of the bent immediately to their south. As an example, Span 63 would be the span north of Bent 63 and south of Bent 64.

Support Span: The portion of a span, south of an expansion joint, which is designed to provide support for an overhang span.

Vertical Steel: Reinforcing steel contained in a vertical support member.



CYPRESS STRUCTURE
LEGEND OF BENT LOCATIONS
NOT DRAWN TO SCALE

IFORNIA HIGHWAY PATROL

-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

IVER #: 1

STATE	CLASS
CA	3

K	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
	BLK	BRN	72"	180	08/22/57

VEHICLE #: 1
89 Saab 900 Green

LICENSE NO. STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: Ted & Joes, Oakland

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-53

HICLE POINT OF REST

was found on its top facing north in the #4 lane. The center of V-1 was 30' south of Bent 62 and 12' east of the roadway edge of southbound I-880.

ICLE DAMAGE - Total

vehicle sustained total damage as a result of overturning. The left side of the roof was collapsed to seat top l. Both left side windows were broken out. There are scrape marks on the left leading edge of the roof and left t bumper. The left front tire was torn and the tire deflated. The right rear leading edge of the quarter panel and t doors were bowed outward. The trunk lid would not latch.

ECTED BY: P. Franz LOCATION: Co-Parts Auto Storage, 282 5th St., Vallejo DATE: 11/17/89 TIME: 1215 Hours

JRY DESCRIPTION - Severe

1 refused to sign a medical release form, so medical records were not obtained. His injuries were reportedly; ible broken rib(s) and abrasions.

PORTED BY: Ambulance TRANSPORTED TO: Providence Hospital, Oakland

TY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

, refused to be interviewed.

ASENGERS

B	NAME	PAGE#
1		I-117

PASSENGERS

NUMBER	NAME	PAGE#

CALIFORNIA HIGHWAY PATROL

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 2

VEHICLE #: 2 — LICENSE NO. — STATE CA

84 Volvo 760 Blue

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BRN	73"	215	07/03/55

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)

NARRATIVE DESCRIPTION: Page IV-53

VEHICLE POINT OF REST

V-2 was found on its wheels facing south in the #3 lane. The center of V-2 was 35' north of Bent 72 and 18' east of the west roadway edge of southbound I-880.

VEHICLE DAMAGE - Moderate

This vehicle was not inspected by CHP Investigators. The following damage description was written from the body shop repair order. This vehicle sustained damage to the left front fender, left rear door, both left and right front doors, and left and right rear quarter panels. The roof was also scratched.

INSPECTED BY: N/A LOCATION: DATE: TIME: Hours

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-2, , related that he was S/B in the #4 T/L at approx. 60 mph. He had four passengers with him, all Japanese Nationals. He had just passed two large trucks when he felt his car begin to shake sideways. He stated that he heard a roaring sound and saw the freeway waving "like it was paper." He described the freeway as twisting back and forth four or five times. He related that at first he thought he had a flat tire and began to slow down in an effort to stop his car. He indicated that he does not recall what happened after the freeway started to twist. His vehicle came to rest in the middle of the freeway without suffering any damage. SEE TRANSCRIBED STATEMENT, PAGE IIIA-9.

PASSENGERS

NUMBER	NAME	PAGE#
2A		I-117
2B		I-118
2C		I-118
2D		I-119

PASSENGERS

NUMBER	NAME	PAGE#

-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

IVER #: 3

VEHICLE #: 3
85 Chevrolet Chevette Silver

LICENSE NO | STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

K	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
	BLK	BRN	65"	135	01/11/50

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-54

IICLE POINT OF REST

was found on its wheels facing south in the #2 and #3 lanes. The center of V-3 was 35' north of Bent 73 and 21' : of the west roadway edge of southbound I-880.

IICLE DAMAGE - Moderate

vehicle was repaired before it could be inspected by CHP Investigators. The owner of the body shop where it was ired indicated the vehicle sustained damage to the right and left front fenders. There were minor scratches on the , roof, and left quarter panel.

ECTED BY: N/A LOCATION: DATE: TIME: Hours

URY DESCRIPTION - Uninjured

PORTED BY: N/A TRANSPORTED TO: N/A

TY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

related through a translator that he was S/B in the #3 T/L at 50 mph when the earthquake struck. He stated his car swerved from the #3 T/L to the #2 T/L and then back into the #3 T/L, then the freeway began to bounce up own. He braked his vehicle and skidded to a stop, trying to control his vehicle in the process. He didn't realize irst that he was experiencing an earthquake, thinking that the freeway was falling down. He recalls seeing a Volvo four Japanese people ahead of him, and an older man in a white pickup truck near him. SEE TRANSCRIBED STATEMENT, IIIA-19.

ASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 4

VEHICLE #: 4
67 Ford P/U White

LICENSE NO.

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	GRY	GRN	69"	160	11/11/24

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-55

VEHICLE POINT OF REST

V-4 was found on its wheels facing south in the #1 lane against the guardrail. The center of V-4 was 27' north of Bent 74 and 3' west of the east roadway edge of southbound I-880.

VEHICLE DAMAGE - Moderate

This vehicle sustained minor damage to the lower right front corner. The bumper and fender were pushed inward toward the vehicle's engine. All four tires were deflated with rim damage to the right front, left rear, and left front wheels. The steering wheel was bent forward.

INSPECTED BY: C. Kroeger LOCATION: 809 Anthony St., Berkeley DATE: 11/08/89 TIME: 1600 Hours

INJURY DESCRIPTION - Severe

D-4, sustained a severe compression fracture of the L1 lumbar vertebrae and a minor compression deformity of the T12 thoracic vertebrae. He was discharged from the hospital on 10/19/89.

TRANSPORTED BY: Private Vehicle TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

D-4, , related that he was S/B in the #2 T/L at 50 mph and described the traffic as very light. He stated that a truck had just passed him on the right when his car started rocking and felt as if he was driving "inside a washing machine". He stated that he took his foot off of the gas, steered, and "let nature do the rest". He described the motion of the structure as undulating side to side and up and down at the same time. He indicated that the action of the structure appeared to be coming towards him. SEE TRANSCRIBED STATEMENT, PAGE IIIA-25.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

IVER #: 5

VEHICLE #: 5
79 Ford 7000 White
89 Trlmbl Cargo White

LICENSE NO. STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

STATE	CLASS
CA	1

K	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
	BLK	BRN	70"	170	04/15/49

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-56

IICLE POINT OF REST

Tractor and trailer, fell from the upper deck and came to rest in the #3 lane of northbound Cypress St. The tor was 14' west of the east roadway edge of Cypress St. and 225' south of W. Grand Ave. The trailer was 15' west he east roadway edge and 205' south of W. Grand Ave.

ICLE DAMAGE - Major

e was damage at the left front fender and bumper. The force line was from the front to the rear and the damage was entrated to the left side of the front bumper, the left front fender and the left A-frame assembly. There was also wnward force that collapsed the right and left side frame rails approximately four feet to the rear of the cab. impact also partially damaged the left side of the leaf spring assembly. The trailer sustained contact damage to front that pushed the metal inward one foot. The metal was separated at the right side joint. The rivets were en at this location. The rear door was broken and its lower one fourth was inside the trailer. The van portion was ed to the left at the top approximately one foot, resulting in the trailer leaning to the left. The left landing was pushed to the right.

ECTED BY: R. Linson LOCATION: A&B Towing, 8451 San Leandro Ave., Oakland DATE: 11/03/89 TIME: 1547 Hours

URY DESCRIPTION - Severe

, sustained soft tissue trauma, complained of pain to his back and ribs, an approximate 3mm laceration to forehead, and a small laceration over the posterior scalp. He was admitted for observation and released on /9/89.

SPORTED BY: Private Vehicle TRANSPORTED TO: Merritt Hospital, Oakland

ETY EQUIPMENT - Lap Belt Used

MARY OF STATEMENT

5 , related that he was S/B in the #3 T/L at 56 mph. He related the following; "All of a sudden the whole pan just started moving sideways, up and down". I saw the road buckling and I grabbed my steering wheel. It ned so fast and I hit one of the buckles of the slab and I got shot upwards and then I came back down. As soon as e back down the whole highway felt like it just collapsed on the left side, which forced my truck immediately ds the guardrail on the left. I didn't have any chance to do anything except I saw the guardrail and knew right at the speed I was going that I was going through the guardrail ..." He related that he went through the guardrail truck a vehicle that was on the surface street. SEE TRANSCRIBED STATEMENT, PAGE IIIA-33.

SENGERS

R	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 6

VEHICLE #: 6 LICENSE NO. STAT
89 NDMC Trk/Trac White CA
70 Trlmbl Van CA

REGISTERED OWNER

STATE	CLASS
CA	1

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BRN	72"	200	02/13/56

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-56

VEHICLE POINT OF REST

V-6, Tractor and trailer, fell from the upper deck to the #1 and #2 lanes of northbound Cypress St. The tractor was located 22' west of the east roadway edge of Cypress St. and 182' south of W. Grand Ave. The trailer came to rest on its left side, 13' west of the east roadway edge of Cypress St. and 163' south of W. Grand Ave.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of a frontal impact. The primary damage was to the left front, with the force line directed from the left front of the vehicle toward the right rear of the truck passenger cab. The cab was crushed inward into the left outboard seat position. The frame rails were bent approximately 30 degrees to the right of the vehicle beginning 3.5 feet forward of the rear axle. There was also damage to the area of the top right front corner. The bumper was missing. The lap/shoulder safety restraint belt displayed evidence of use at the time of impact. The trailer sustained damage to the left front side. The left front corner of the trailer was pushed rearward, with the force line at an oblique angle from the right to the left. The four left front side panels were bowed inward. The left rear trailing panel sustained inward cuts.

INSPECTED BY: C. Kroeger LOCATION: Golden West Nissan, 14111 Catalina, San Leandro DATE: 11/15/89 TIME: 1225 Hours

INJURY DESCRIPTION - Severe

D-6, , refused to sign a medical release form, so medical records were not obtained. His injuries were reportedly; fractures to the left leg and left patella, dislocation to the left hip, nerve damage to the left foot, and multiple abrasions and contusions to the entire body.

TRANSPORTED BY: Calstar TRANSPORTED TO: John Muir Hospital, Walnut Creek

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-6, , stated that he was S/B in the #3 T/L at 45 to 50 mph in fairly light traffic when the earthquake struck. He recalls that there were a couple of trucks ahead of him. He felt the road start to shake violently, as if his tires were going flat, or there was something wrong with the steering. The vehicle began to bounce up and down and from side to side. He indicated that it happened so fast that he didn't have time to take evasive action. He stated that he lost control and can't remember going off of the freeway and crashing to the ground below. He stated that after that his memory of events was "in and out". SEE TRANSCRIBED STATEMENT, PAGE IIIA-39.

PASSENGERS NUMBER	NAME	PAGE#	PASSENGERS NUMBER	NAME	PAG
	None				

IVER #: 7

						STATE CA	CLASS
EX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH		
	BRN	BRN	72"	160	05/14/65		

VEHICLE #: 7
70 Porsche 914 Red

LICENSE NO. STATE CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-57

HICLE POINT OF REST

- fell from the upper deck to the #1 lane of northbound Cypress St. and came to rest, 41' west of the east roadway e of Cypress St. and 122' south of W. Grand Ave.

HICLE DAMAGE - Total

s vehicle sustained total damage to it's right side. The damage included the right side door, right front fender and dshield. The right side of the vehicle was pushed inward approximately one foot. The front outboard seating ition restraint system displayed the physical characteristics of usage for this type of collision.

ECTED BY: C. Kroeger LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 1130 Hours

URY DESCRIPTION - Other Visible

sustained a bruise to the arm and contusion to the chest from the seatbelt. He was treated and released.

SPORTED BY: Allied Ambulance TRANSPORTED TO: Humana Hospital, San Leandro

ETY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

7 , stated he was S/B in the #1 T/L at 55 to 60 mph in very light traffic and had just passed a Budget truck e the earthquake struck. He thought he had a flat tire, started slowing down and tried to move over to get off of efreeway. He stated the freeway started to jump up and down and move back and forth. It looked like waves coming w-d him from the south. A diesel truck came from the slow lane, moved across in front of him, and then went through guardrail. He stated he was almost stopped then the structure shifted one more time and he went off of the freeway out the same time as the Budget truck behind him. He fell straight down and landed on the fence below him. SEE SCRIBED STATEMENT, PAGE IIIA-43.

SSENGERS

R	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 8

VEHICLE #: 8
88 Isuzu Van White

LICENSE NO. STATE CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

STATE	CLASS
CA	3

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	GRY	BLU	69"	177	08/27/35

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-58

VEHICLE POINT OF REST

V-8 fell from the upper deck to the #1 and #2 lane of northbound Cypress St. coming to rest, 36' west of the east roadway edge of Cypress St. and 104' south of W. Grand Ave.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as the result of frontal impact and being crushed by falling concrete. There was direct contact damage to the entire front end. The cab was rotated one hundred eighty degrees forward and was resting forward of the bumper, facing the ground. This subsequently exposed the engine. The entire front end was pushed rearward to the dash. The A-pillar posts were pushed rearward and crushed against the trailing edge of the cab. The fifteen foot cargo area, with fiber glass casing, was completely torn away from the unit and was not located at the inspection site. The steering wheel was pushed forward, close to the dash. The restriant system lacked the normal physical characteristics that would normally be found if the system had been used at the time of the impact.

INSPECTED BY: P. Franz LOCATION: Opperman & Sons, 280 Kinley Dr., Healdsburg DATE: 11/14/89 TIME: 1650 Hours

INJURY DESCRIPTION - Fatal

D-8, sustained fatal injuries as a result of blunt trauma to the chest and abdomen with associated trauma to the head and brain, Coroner's Case # 89-2136. SEE PAGE I-155 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

D-8, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 9

VEHICLE #: 9
86 INTL Flat Bed White

LICENSE NO. STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: Berry Bros., Oakland

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	70"	170	02/18/52

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-58

ICLE POINT OF REST

vas found on its roof facing south in the #1 lane with its right side against the guardrail. The center of V-9 was orth of Bent 78 and 1' west of the east roadway edge of southbound I-880.

ICLE DAMAGE - Total

vehicle sustained total damage. The roof was crushed downward to the level of the dash board in the passenger cab There was damage to the right side that ran in a horizontal direction rearward from the trailing edge of the front fender in the right side door. This damage showed a horizontal imprint in the shape of a tubular guardrail. ront right side of the grille was crushed inward. The bumper had inward damage to the left side.

ICTED BY: C. Kroeger LOCATION: South Bay Salvage, 615 Trade Center, Milpitas DATE: 11/17/89 TIME: 1110 Hours

IRY DESCRIPTION - Other Visible

sustained superficial abrasions to the left forearm, contusion to the left rib cage and minor abrasion to eft rib cage. He was treated and released with follow up instructions to see his personal physician.

PORTED BY: Self TRANSPORTED TO: Eden Hospital, Castro Valley

TY EQUIPMENT - Lap Belt Used

MARY OF STATEMENT

related that he was S/B in the #4 T/L at 50 to 55 mph in light traffic when the earthquake struck. He felt his truck moving from side to side, right to left, "like a strong wind had hit my truck". He tried to get uck under control, looked further ahead and saw the freeway collapsing to his left. He stated the right hand side freeway came back up, and then the freeway broke in front of him. He stated that the freeway split in front of d then he hit something. He stated that his truck overturned onto its top and slid 50 to 75 feet upside down and e left side guardrail. He indicated that the guardrail was the only thing that kept him from falling off of the y. SEE TRANSCRIBED STATEMENT, PAGE IIIA-49.

SENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

CALIFORNIA HIGHWAY PATROL

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 10						VEHICLE #: 10 83 Chevrolet Blazer Tan	LICENSE NO.	STATE CA
						REGISTERED OWNER		
				STATE CA	CLASS 3	VEHICLE DISPOSTION: A&B Towing, Oakland		
SEX M	HAIR BRN	EYES BRN	HEIGHT 70"	WEIGHT 150	DATE OF BIRTH 04/22/51	DIRECTION OF TRAVEL: S/B I-880 (Upper Deck) NARRATIVE DESCRIPTION: Page IV-59		

VEHICLE POINT OF REST

V-10 was found on its wheels facing south in the #1 lane. The center of V-10 was 53' south of Bent 79 and 1' west of the east roadway edge of southbound I-880.

VEHICLE DAMAGE - Major

This vehicle had been repaired at the time of the inspection. The repair order indicates this vehicle sustained major damage to the front. The damage was concentrated to the left front. The left front wheel had been damaged and the tire deflated. The right rear quarter panel, spare tire carrier (which is attached to the tailgate), and spare tire cover were also damaged.

INSPECTED BY: N/A LOCATION: DATE: TIME: Hours

INJURY DESCRIPTION - Complaint of Pain

D-10, complained of pain to his neck, waist, and knee.

TRANSPORTED BY: N/A TRANSPORTED TO: To Seek Own Aid

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-10, stated he was S/B in the #2 T/L at 55 to 60 mph and was just passing a large flatbed truck when the earthquake struck. He indicated that it felt to him as if the earthquake came in three waves. The first wave felt like being buffetted by a strong wind, the second by a very strong wind and on the third wave his vehicle started bouncing. He stated that the entire freeway in front of him started to buckle and it was his impression that it gave way on the left side. He stepped on his gas pedal to pass the truck next to him, then the freeway broke up. He grabbed the steering wheel as hard as he could and "waited for whatever would happen". He stated his vehicle hit the left side guardrail and then a few seconds later he was struck from behind by the flatbed truck. SEE TRANSCRIBED STATEMENT, PAGE IIIA-59.

PASSENGERS			PASSENGERS		
NUMBER	NAME	PAGE#	NUMBER	NAME	PAGE#
	None				

IVER #: 11

VEHICLE #: 11
71 BMW Baveria White

LICENSE NO. STATE CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	69"	160	07/18/66

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-60

ICLE POINT OF REST

was found on its wheels facing east straddling the #1 and #2 lanes. The center of V-11 was 23' north of Bent 82 12' west of the east roadway edge of southbound I-880.

ICLE DAMAGE - Total

vehicle sustained total damage to the front and also sustained roll over damage to both sides and top. The impact concentrated to the left front of the vehicle, with the force line being from front to rear. The damage included front bumper, the left front fender and hood. The left A-pillar was pushed to the right and there were scrape marks he paint and metal. The entire roof was pushed to the left. The right front wheel was pushed inward at the bottom he wheel. The right front floorboard was pushed inward into the occupant area.

ECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/03/89 TIME: 1740 Hours

URY DESCRIPTION - Severe

1 , sustained a compression fracture of the T12 thoracic vertebrae, depressed nasal fracture, microscopic uria, hypospadias, and facial lacerations. He was discharged from the hospital on 10/18/89.

PORTED BY: Acme Ambulance TRANSPORTED TO: Providence Hospital, Oakland

TY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

11 , stated via translator that he was S/B in the #1 T/L at 55 mph when the earthquake struck. He indicated this car started to sway back and forth on its own. He stated he thought he had a flat tire. He didn't think about erthquake until after he got out of his car. He related that he continued on at about the same speed because he h't decide whether to speed up or slow down. He noticed other cars around him losing control. He tried to ain a straight course, but felt a "terrific blow" at his feet and then his car overturned. He indicated that his ile went all the way over, how many times he doesn't know, and came to rest on its wheels. He believes a piece of ete came up and hit his car causing it to overturn. SEE TRANSCRIBED STATEMENT, PAGE IIIA-69.

ASENGERS

NUMBER	NAME	PAGE#
1		I-119

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 12

VEHICLE #: 12
87 Acura Legend Blue

LICENSE NO. STATE CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BRN	72"	180	02/11/48

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-61

VEHICLE POINT OF REST

V-12 was found on its wheels facing south in the #3 lane. The center of V-12 was 10' south of Bent 83 and 18' east of the west roadway edge of southbound I-880.

VEHICLE DAMAGE - Moderate

The vehicle sustained moderate damage to the undercarriage. The underside of the front bumper and suspension system were damaged. There were gouge marks from the front of this area rearward. There was induced buckling to the left and right front fenders at the door post. The left front tire was deflated. There was no interior damage.

INSPECTED BY: C. Kroeger LOCATION: CSAA, 1964 Sabre St., Hayward DATE: 11/21/89 TIME: 1000 Hours

INJURY DESCRIPTION - Severe

D-12, , refused to sign a medical release form, so medical records were not obtained. His injuries were reportedly; a possible fracture to the sternum, hematoma to the Coxxi, and complained of pain to the chest and left shoulder.

TRANSPORTED BY: Father TRANSPORTED TO: Dr. Riesenfeld, Berkeley

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-12, , stated that he was S/B on I-880 in the #1 T/L when the earthquake struck. He first noticed a vibration and thought he had a flat tire. Then the vibration got worse, so he decided to slow down even more than he had previously been slowing. He was attempting to pull over to the right when the vibration became really severe. At this point, he noticed the car start to move left and right, as well as pitch forward and backward. He described the roadway as moving in waves three to five feet high. It appeared, in this wave form, that there were sections disconnecting and that he could see through the section. He stated that there was a sudden impact and everything stopped. He indicated that he had impacted a section of the roadway that had buckled up in front of him. SEE TRANSCRIBED STATEMENT, PAGE IIIA-83.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 13

VEHICLE #: 13
67 Chevrolet Camaro Red

LICENSE NO. | STATE: CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

STATE	CLASS
CA	3

	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
1	BRN	HZL	68"	180	08/20/46

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-62

ICLE POINT OF REST

was found on its wheels facing south in the #1 and #2 lanes. The center of V-13 was 22' north of Bent 83 and 11' of the east roadway edge of southbound I-880.

ICLE DAMAGE - Major

vehicle sustained major damage as a result of frontal impact. The damage was concentrated to the front end, below ood. The front end was pushed rearward approximately one foot. Both front fenders were damaged. The trailing of the left front fender was pushed slightly rearward into the left door. The leading edge of the left door had ed damage. The safety restraint system was not inspected.

CTED BY: P. Franz LOCATION: Andros Analyzers Inc., 2332 4th St., Berkeley DATE: 11/10/89 TIME: 1520 Hours

RY DESCRIPTION - Severe

sustained a T2 thoracic vertebrae compression fracture, a superficial abrasion over the right eye and aint of pain to the abdomen. He was discharged from the hospital on 10/22/89.

PORTED BY: Brother TRANSPORTED TO: Highland Hospital, Oakland

TY EQUIPMENT - Lap Belt Used

ARY OF STATEMENT

stated that he was S/B on I-880 in the #1 T/L when "things started to shake and shimmy real bad". At he thought it was his suspension and he braked to slow down. Then he realized that it was an earthquake. He that before he got a chance to slow down much, the structure in front of him started to collapse. "It happened n fast, it must have thrown my car up in the air slightly before it collapsed, because I was airborne for a second , and then my car slammed down onto the pavement and kept rolling. I didn't have any brakes after that, I kept on and swerved around one car that was in front of me." He stated that he ended up smashing head-on into a section freeway ahead of him and coming to a stop. SEE TRANSCRIBED STATEMENT, PAGE IIIA-87.

SENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

CALIFORNIA HIGHWAY PATROL

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 14

VEHICLE #: 14
73 VW Bug Blue

LICENSE NO.

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BRN	66"	127	06/13/54

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-63

VEHICLE POINT OF REST

V-14 was found on its wheels facing south in the #2 lane. The center of V-14 was 21' north of Bent 83 and 21' west of the east roadway edge of southbound I-880.

VEHICLE DAMAGE - Minor

There was no apparent body damage to this vehicle. contacted on 11/17/89 at 0900 hours and stated that the brake line had been severed and there were problems with the starter.

INSPECTED BY: N/A LOCATION: DATE: TIME: Hours

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-14, , related that he was S/B in the #2 T/L at 55 mph in very light traffic when the earthquake struck. At first he thought he had a blowout and he looked in his rearview mirror to check traffic. Then he had the "blowout sensation" again and, at about the same time, he saw the freeway ahead of him start to collapse. The freeway "just kind of whiplashed up and down". He slammed on his brakes and, just as he did, the freeway ahead of him buckled upward. He stated that he just missed the buckle and then saw the car behind him slam into it. He stated after things quieted down, he got out of his vehicle and went to help others on the upper deck. SEE TRANSCRIBED STATEMENT, PAGE IIIA-97.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 15

VEHICLE #: 15
84 Ford Tempo Blue

LICENSE NO. STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	GRN	66"	126	08/05/61

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-64

ICLE POINT OF REST

was found on its wheels facing east straddling the #2 and #3 lanes. The center of V-15 was 32' north of Bent 83 5' west of the east roadway edge of southbound I-880.

CLE DAMAGE - Moderate

amage was concentrated to the left front fender and undercarriage. The trailing edge of the left front fender was d inward. The right front bumper was pushed slightly upward and had several scrape marks on it. The right front was punctured and deflated. The right front wheel was bent upward. The transaxle was cracked and the oil pan bent ed.

TED BY: P. Franz LOCATION: 1800 Jerrold St., San Francisco DATE: 11/09/89 TIME: 1350 Hours

RY DESCRIPTION - Other Visible

5 sustained a sprain to the L5 lumbar vertebrae, and complained of pain to her neck, jaw, and head. She was d and released the same day.

ORTED BY: N/A TRANSPORTED TO: To Seek Own Aid

TY EQUIPMENT - Lap/Shoulder Harness Used

RY OF STATEMENT

, stated that she was S/B in the #3 T/L at 55 to 60 mph in "surprisingly" light traffic. She stated that r felt sort of wobbly and she thought she had a flat tire. Then her car felt like it was buckling, started moving er the roadway, and then she lost control. She stated that this happened so fast that it seemed "like I had a ire and almost immediately it was out of control. It was quick". She indicated that the roadway raised up in of her, she spun out of control, and it felt as if she were being hit by other vehicles. She indicated that she ve driven over the hump ahead of her and that was when she lost control of her car. She stated that her car slid s to a stop. She recalled a little white pickup truck roll past her. SEE TRANSCRIBED STATEMENT, PAGE IIIA-109.

SENGERS

NAME	PAGE#
A	I-120

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 16

VEHICLE #: 16
89 JPEG Wgn Black

LICENSE NO.

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BLU	70"	155	05/10/49

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-65

VEHICLE POINT OF REST

V-16 was found on its wheels facing south in the #4 lane. The center of V-16 was 53' north of Bent 83 and 8' east of the west roadway edge of southbound I-880.

VEHICLE DAMAGE - None

V-16 did not sustain any damage.

INSPECTED BY: N/A LOCATION: DATE: TIME: Hours

INJURY DESCRIPTION - Complaint of Pain

D-16, , reportedly complained of pain to his left shoulder and back. Medical records were not obtained.

TRANSPORTED BY: Self TRANSPORTED TO: Dr. J. Storm, San Francisco

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-16, , related that he was S/B on I-880 when the earthquake struck. He stated that he felt a "strange motion" and then everything "went slow motion". He stated about six feet of earth came up in front of him in a large cloud and he drove through it. He didn't think it was an earthquake, he thought the freeway was collapsing. He tried to brake and keep his vehicle in its lane of travel. He stated at this point the section of the freeway he was on must have fallen and impacted the deck below, because he was aware of being in pain. He looked in his rear view mirror and saw a big rig overtaking him from behind. The big rig jacknifed and stopped before it hit him. SEE TRANSCRIBED STATEMENT, PAGE IIIA-117.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

R/ER #: 17						VEHICLE #: 17 83 VW Rabbit Silver	LICENSE NO. STATE RI
					STATE RI	CLASS 3	REGISTERED OWNER VEHICLE DISPOSTION: A&B Towing, Oakland
HAIR BRN	EYES BRN	HEIGHT 64"	WEIGHT 135	DATE OF BIRTH 06/04/53			DIRECTION OF TRAVEL: S/B I-880 (Upper Deck) NARRATIVE DESCRIPTION: Page IV-66

HCLE POINT OF REST

was found on its wheels facing west straddling the #2 and #3 lanes. The center of V-17 was 15' north of Bent 85 0' west of the east roadway edge of southbound I-880.

HCLE DAMAGE - Minor

vehicle had been repaired prior to inspection. The following description was taken from repair estimates. The e was concentrated to the undercarriage as a result of falling with the upper deck of the I-880 freeway. The doors o be readjusted and the suspension, both front and rear, were realigned. The total repair bill was $758.29.

PTED BY: N/A LOCATION: DATE: TIME: Hours

JRY DESCRIPTION - Complaint of Pain

7 sustained a sprained neck and complained of pain to her right hand. She was treated and released the same

NSPORTED BY: Self TRANSPORTED TO: Herrick Hospital, Berkeley

FTY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

7 stated she was S/B in the #2 T/L at 60 mph in light traffic when the earthquake struck. She indicated e thought her right rear tire was going flat, as her car started to shimmy. She looked ahead and the tires on c in front of her were literally bouncing off of the pavement. At this point, the roadway "shifted back and th and she went into a skid. She had the sensation of drifting to her left. She tried to control her vehicle but dd out of control and came to a stop, perpendicular to the traffic lanes. She stated she initially had applied her e and started to slow down because she thought she had a flat tire. She stated that when her car started bouncing, mmed on the brakes and held onto the steering wheel for "dear life". SEE TRANSCRIBED STATEMENT, PAGE IIIA-125.

SENGERS BE NAME	PAGE#	PASSENGERS NUMBER	NAME	PAGE#
None				

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 18

VEHICLE #: 18
85 Toyota Cressida Blue

LICENSE NO.

STAT
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BLK	BRN	61"	98	06/24/49

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-67

VEHICLE POINT OF REST

V-18 was found on its wheels facing south in the #3 lane. The center of V-18 was 25' north of Bent 85 and 28' west of the east roadway edge of southbound I-880.

VEHICLE DAMAGE - Moderate

This vehicle had been repaired prior to inspection. The repair order indicates this vehicle sustained moderate damage to its undercarriage, left and right side fenders, left side rocker panel and engine oil pan. The total cost of repair was approximately $3,400.

INSPECTED BY: N/A LOCATION: DATE: TIME: Hours

INJURY DESCRIPTION - Other Visible

D-18, sustained an abrasion to the left hand and complained of pain over her entire body. She was examined by her physician on 10/20/89.

TRANSPORTED BY: N/A TRANSPORTED TO: To Seek Own Aid

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-18, stated that she was S/B in the #4 T/L at 55 mph in very light traffic when the earthquake struck. She stated that she first thought she had a flat tire. She stated she didn't want to hit the side of the freeway, so she changed lanes. As she changed lanes, the freeway collapsed underneath her. She indicated that she didn't think it was an earthquake. She thought at first that it was a bomb. She stated she braked, changed lanes and after changing lanes, was "in the bottom", then the car stopped. She related that there was a light colored Ford compact car to her right and in front of her. She stated that she did not collide with any vehicles. SEE TRANSCRIBED STATEMENT, PAGE IIIA-137.

PASSENGERS

NUMBER	NAME	PAGE#
18A		I-120

PASSENGERS

NUMBER	NAME	PAGE

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 19

VEHICLE #: 19
89 INTL 2 Axle White
70 Util Trl

LICENSE NO. | STATE
CA
ME

REGISTERED OWNER

STATE	CLASS
CA	1

VEHICLE DISPOSTION: Berry Bros., Oakland

	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
	BLN	BLU	75"	151	08/11/62

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-68

ICLE POINT OF REST

1. Tractor and trailer, were found on their wheels facing south. The tractor was 51' north of Bent 85 and 16' west he east roadway edge. The trailer was 5' south of Bent 86 and 23' west of the east roadway edge.

ICLE DAMAGE - Major

vehicle was being repaired at the time of the inspection. The right edge of the front bumper was bent downward and touching the right front tire. Both right and left outboard fuel tanks were pushed inward. The right rear axle was rearward eight inches. This pushed the right rear tire rearward into the mudguard frame. All the tires had been iced. The trailer sustained a four inch cut on the right side panel and damaged vertical supports on the right d.

ECTED BY: P. Franz LOCATION: Moeller Bros., 539 Lewelling Blvd., Hayward DATE: 11/15/89 TIME: 1140 Hours

URY DESCRIPTION - Other Visible

1 sustained a contusion to the his left side near ribs number 10 and 11 and complained of pain to his left and right shin.

PORTED BY: Ambulance TRANSPORTED TO: Highland Hospital, Oakland

TY EQUIPMENT - Lap Belt Used

MARY OF STATEMENT

1 stated that he was S/B in the #3 T/L at 60 mph in light traffic when the earthquake struck. He related he first thought he had a flat tire and he checked his mirror to see if it was one of his trailer tires. When he d up, the freeway was swaying in "every direction you can think of". He backed off of the gas and his truck ed to the right and went "two-thirds" of the way off of the freeway on the passenger's (west) side. He stated he d his eyes and "said good bye to the world". The next thing he knew he was back on the top of the freeway again. scribed the freeway motion as "going crazy". He stated that it was like taking a wet noodle and shaking it. SEE CRIBED STATEMENT, PAGE IIIA-153.

ASENGERS

NUMBER	NAME	PAGE#
9		I-121

PASSENGERS

NUMBER	NAME	PAGE#

CALIFORNIA HIGHWAY PATROL

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 20						VEHICLE #: 20 69 Datsun P/U Red	LICENSE NO.	STAT CA
				STATE CA	CLASS 3	REGISTERED OWNER VEHICLE DISPOSTION: A&B Towing, Oakland		
SEX M	HAIR BLK	EYES BRN	HEIGHT 69"	WEIGHT 179	DATE OF BIRTH 10/14/58	DIRECTION OF TRAVEL: S/B I-880 (Upper Deck) NARRATIVE DESCRIPTION: Page IV-69		

VEHICLE POINT OF REST

V-20 was found on its wheels facing south in the #2 lane. The center of V-20 was 2' north of Bent 86 and 16' west of the east roadway edge of southbound I-880.

VEHICLE DAMAGE - Minor

This vehicle sustained minor damage to the right front as a result of frontal impact. The leading edge of the right front fender was pushed to the left and into the hood, causing induced damage to the hood.

INSPECTED BY: C. Kroger LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 1030 Hours

INJURY DESCRIPTION - Severe

D-20, sustained a compression fracture of the L1 lumbar vertebrae, and an anterior compression fracture of the T12 thoracic vertebrae. He was released on 10/19/89.

TRANSPORTED BY: Transit Bus TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap Belt Used

SUMMARY OF STATEMENT

D-20, stated that he was S/B in the #3 T/L at 55 mph when the earthquake struck. He stated that he saw dust coming up from the sides of the freeway and then his truck started jumping up and down. Then it felt like the entire freeway was "coming down". He stated he hit his face against the windshield of his vehicle and then drove into a large truck ahead of him and came to a stop. He stated he tried to hit his brakes, but he jumped over a "big crack" at about the same time. SEE TRANSCRIBED STATEMENT, PAGE IIIA-167.

PASSENGERS			PASSENGERS		
NUMBER	NAME	PAGE#	NUMBER	NAME	PAG
	None				

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 21

VEHICLE #: 21
67 Ford Galaxy Blue

LICENSE NO. STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	66"	170	08/16/61

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-70

ICLE POINT OF REST

2 was found on its wheels facing south in the #1 lane. The center of V-21 was 9' north of Bent 86 and 7' west of the roadway edge of southbound I-880.

ICLE DAMAGE - Moderate

was minor induced buckling to the trailing edge of the right front fender, below the hood. There was a dent oximately 6 inches in length on the right side rocker panel. There was a small dent on the trailing edge of the front fender which was in line with the dent on the right side rocker panel. The transmission and engine oil pan also damaged. The rear seat was missing from the vehicle. All tires were inflated. The vehicle was equipped with elts.

CTED BY: J. Mengle

DATE: 11/08/89 TIME: 1520 Hours

RY DESCRIPTION - Severe

21 sustained a compression fracture of the L1 lumbar vertebrae, with canal stenosis of approximately 20 nt.

PORTED BY: Ambulance

TRANSPORTED TO: Providence Hospital, Oakland

FTY EQUIPMENT - Lap Belt Not Used

MARY OF STATEMENT

21 related via a translator that he was S/B in the #1 T/L at 65 mph. He stated his car began swaying from o side as well as moving up and down. He indicated that he thought he had a flat tire. He applied his brakes and e to slow down and then "everything fell down". He stated he didn't hit the freeway or any other object. SEE RIBED STATEMENT, PAGE IIIA-175.

SENGERS

NAME	PAGE#
1	I-121
1	I-122
1	I-122

PASSENGERS

NUMBER	NAME	PAGE#

CALIFORNIA HIGHWAY PATROL

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 22

VEHICLE #: 22 LICENSE NO. STA

83 Datsun 280ZX Silver CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BRN	72"	175	04/27/62

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)

NARRATIVE DESCRIPTION: Page IV-71

VEHICLE POINT OF REST

V-22 was found on its wheels facing south in the #1 lane. The center of V-22 was 37' north of Bent B6 and 5' west of the east roadway edge of southbound I-880.

VEHICLE DAMAGE - Moderate

This vehicle sustained undercarriage damage. The damage was to the frame and suspension system. There was induced buckling on both the left and right sides, rearward of the front wheel well. The left rear tire was deflated.

INSPECTED BY: C. Kroeger LOCATION: A&B Towing, 8451 San Leandro Ave., Oakland DATE: 11/17/89 TIME: 1315 Hours

INJURY DESCRIPTION - Other Visible

D-22, , could not be contacted during the investigation. His injuries were reportedly; possible broken ribs and back injury.

TRANSPORTED BY: Private Vehicle TRANSPORTED TO: Eden, Castro Valley

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-22, was not contacted during this investigation. There were several attempts made, both in person and by phone, all to no avail. initially told personnel at the scene that he was S/B on I-880, his vehicle went airborne, and everything went foggy after that.

PASSENGERS

NUMBER	NAME	PAGE#
22A		I-123

PASSENGERS

NUMBER	NAME	PAGE

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 23

VEHICLE #: 23
88 Toyota Celica Tan

LICENSE NO. STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BRN	63"	115	12/29/60

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-72

ICLE POINT OF REST

was found on its wheels facing south in the #4 lane, against the bridge rail. The center of V-23 was 43' north of 87 and 3' east of the west roadway edge of southbound I-880.

ICLE DAMAGE - Moderate

vehicle sustained damage that was concentrated to the right front fender. There was direct contact made to the ing edge of the right front fender. There were scrape marks, just above the contact area, which led back to the front fender well. The right front valance was torn away and not located at the inspection site. The right front was torn and located on the vehicle. The outer lip of the right front wheel was bent. The roof was slightly led inward. There was contact damage to the trailing edge of the left rear quarter panel with scrape marks on the ct area.

CTED BY: P. Franz LOCATION: CSAA, 1964 Sabre St., Hayward DATE: 11/15/89 TIME: 1050 Hours

RY DESCRIPTION - Complaint of Pain

complained of lower back pain, anxiety, and insomnia. She was treated and released the same day.

PORTED BY: Self TRANSPORTED TO: Petaluma Valley Hospital, Petaluma

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

stated that she was S/B in the #3 T/L at 55 mph in very light traffic when the earthquake struck. Her first tion of the earthquake was the feeling that she had a flat tire, then she saw the vehicle ahead of her was also problems and she thought the structure was having the problem. She recalls her vehicle moving up and down, as s left and right. She saw the structure "rolling left and right" and then indicated that it "fell apart". She that she held on tightly to the steering wheel, but does not remember braking. She stated the left side of the ure came down, then the right side came down, and her car ran into the guardrail at the right (west) side of the y. SEE TRANSCRIBED STATEMENT, PAGE IIIA-189.

SENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 24

VEHICLE #: 24 VEHICLE IDENTIFICATION NO
88 Nissan P/U Gray

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BRN	70"	175	09/30/57

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-73

VEHICLE POINT OF REST

V-24 was found on its wheels facing east straddling the #1 and #2 lanes. The center of V-24 was 18' south of Bent 90 and 10' west of the east roadway edge of southbound I-880.

VEHICLE DAMAGE - Major

This vehicle sustained major damage to the front. The damage was concentrated to the left front fender and bumper. Both of these components were driven rearward approximately one foot. The right front fender was ripped away from the mounting bolts and was hanging away from the body of the truck. Both sides of the truck had surface scratches in the paint and metal which indicates the vehicle overturned.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/03/89 TIME: 1710 Hours

INJURY DESCRIPTION - Severe

D-24, , sustained a compression fracture of the L1 lumbar vertebrae and fractures to the right side rib cage. He also complained of pain to both shoulders, the neck, and the left leg. No medical records have been received to verify these injuries.

TRANSPORTED BY: Ambulance TRANSPORTED TO: Merritt Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-24, , stated that he was S/B in the #2 T/L at 55 mph when the earthquake struck. He stated; "I was driving, then all of a sudden it felt like I was having a flat and then all of a sudden it felt like four flats. It seemed unreal. I started slowing the truck down and the next thing I know I was headed toward the rail; no control, no brakes, no steering. The next thing I knew, I was upside down". He described the motion of his truck as a "wobble from side to side". He recalls hitting the rail, being upside down, then sitting in the truck after it had come to rest. SEE TRANSCRIBED STATEMENT, PAGE IIIA-205.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAG

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 25

VEHICLE #: 25
89 Cadillac 4 dr Burgundy

LICENSE NO. STATE CA

REGISTERED OWNER

VEHICLE DISPOSTION:

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
GRY	BRN	60"	160	11/11/18

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-73

ICLE POINT OF REST

was found on its wheels facing south in the #4 lane. The center of V-25 was 40' south of Bent 91 and 4' east of west roadway edge of southbound I-880.

ICLE DAMAGE - Major

vehicle sustained major damage to the undercarriage. The front bumper was pushed upward and inward along with ecting structural members. The A-frame and front axle suspension assemblies were bent. The body was bowed outward e center of the vehicle. There was induced damage in the form of buckling to the hood, fenders, and left and right doors. The rear bumper was pushed upward. The window in the right rear door was broken out.

ICTED BY: C. Kroeger LOCATION: Bay Area Salvage, 1055 Parkside Dr., Pittsburg DATE: 11/20/89 TIME: Hours

IRY DESCRIPTION - Severe

, sustained a left distal open tibia-fibula fracture, L3 lumbar vertebrae compression fracture, left second racture, ateletasis, an extensive upper lip laceration extending into buccal mucosa, and a deep laceration on the l left ankle. She had corrective surgery on 10/17/89 was transferred to Alta Bates on 10/20/89.

PORTED BY: Unknown TRANSPORTED TO: Highland Hospital, Oakland

FTY EQUIPMENT - Lap Belt Used

MARY OF STATEMENT

stated that she was S/B on I-880 at 55 mph when the earthquake struck. She related that she has no lection of what occurred from the time she got onto the freeway until she woke up in the hospital. SEE TRANSCRIBED TMENT, PAGE IIIA-209.

SENGERS

NAME	PAGE#
	I-123

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 26

VEHICLE #: 26
84 Pontiac SAF White

LICENSE NO. STA
CA

REGISTERED OWNER

STATE	CLASS
CA	C

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BRN	66"	120	05/10/39

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-74

VEHICLE POINT OF REST

V-26 was found on its wheels facing south in the #3 and #4 lanes. The center of V-26 was 2' north of Bent 92 and 14' east of the west roadway edge of southbound I-880.

VEHICLE DAMAGE - Moderate

This vehicle sustained moderate damage to the left front fender and hood. The left front fender and hood were pushed slightly rearward and into the left door. The left front door was jammed shut and could not be opened.

INSPECTED BY: P. Franz LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 1015 Hours

INJURY DESCRIPTION - Severe

D-26, sustained a compression fracture to the L2 lumbar vertebrae.

TRANSPORTED BY: Acme Ambulance TRANSPORTED TO: Kaiser Hospital, Hayward

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-26, related that he was S/B in the #2 T/L at 55 mph in unusually light traffic when the earthquake struck. He stated that at first he thought he had a flat tire, because his car began to "swing". Then the car began to "swing" from side to side move and up and down. He heard a "big sound and then maybe something crash". He stated his car, at first, moved from left to right, and indicated this occurred approximately two times. He stated the freeway went up like a "hill" in front of him. He stated he couldn't control the car, but he did try to slow down. He indicated that he tried to stop slowly, but crashed before he could come to a complete stop. SEE TRANSCRIBED STATEMENT, PAGE IIIA-221.

PASSENGERS

NUMBER	NAME	PAGE#
26A		I-124
26B		I-124
26C		I-125
26D		I-125

PASSENGERS

NUMBER	NAME	PA

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 27

VEHICLE #: 27
81 Toyota Corolla White

LICENSE NO. | STATE: CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	HZL	67"	200	11/12/61

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-76

ICLE POINT OF REST

was found on its wheels facing south in the #1 lane. The center of V-27 was 26' north of Bent 98 and 9' west of ast roadway edge of southbound I-880.

ICLE DAMAGE - Total

vehicle sustained total damage as a result of a frontal impact. The damage was concentrated at the right front r of the vehicle with the force lines at an oblique angle from the right front to the left rear. Both right and front fenders had induced damage and the fenders were bowed outward. The front bumper was missing and both frame ends were bent downward and rearwards. The entire front of the vehicle was pushed downwards. The hood had contact e in the form of scrapes in the paint and metal that indicate the front of the vehicle underrode part of the ce that the vehicle struck. Both right side doors were bowed outward and the door jambs were decreased in size. oof was crushed downward approximately four to six inches near the center of the roof.

CTED BY: R. Linson LOCATION: Western, 3469 Fitzgerald Rd, Rancho Cordova DATE: 11/19/89 TIME: 1035 Hours

RY DESCRIPTION - Complaint of Pain

, complained of pain to her neck, back, and both knees.

ORTED BY: N/A TRANSPORTED TO: To Seek Own Aid

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

, stated she was S/B in the #4 T/L at 65 mph when the earthquake struck. She indicated that at first ought she had a flat tire, then suddenly she felt the ground go out from underneath her. She felt a choppy, sensation, then felt her vehicle go airborne. She stated she braced herself against the steering wheel and the hing she knew she felt an impact as her vehicle landed. She stated that she initially took her foot off the gas ied to steer the vehicle, but she had no feeling of control at all. Then her car "felt like it was taking off", here was nothing underneath her. She related that she felt herself "smash down." SEE TRANSCRIBED STATEMENT, PAGE A-53.

ENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 28

VEHICLE #: 28
78 Ford Granada Brown

LICENSE NO.

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: Berry Bros., Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BRN	66"	145	02/17/57

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-76

VEHICLE POINT OF REST

V-28 was found on southbound Cypress St. on its top facing northeast, 12' east of the east roadway edge of Cypress St. and 76' north of the north prolongation of 26th St.

VEHICLE DAMAGE - Total

This vehicle sustained total damage to its front and roof. There was direct contact damage to the front end. The entire front end, excluding the left front fender, was pushed rearward to the engine compartment. The engine compartment was charred by fire. The right front fender was peeled rearward to the front wheel then buckled upward. The left front fender had contact and induced damage. The left front of the roof was collapsed downward to the steering wheel; the remainder of the roof was collapsed to just below seat top level. The steering wheel was pushed forward into the dash; both the steering wheel and the dash protruded through the windshield. The restraint system for the left front seat was a TYPE-2A with an independent shoulder harness. There was no evidence of seatbelt usage.

INSPECTED BY: P.K. Franz LOCATION: Avenue Auto Storage, 1144 6th St., Berkeley DATE: 11/14/89 TIME: 1430 Hours

INJURY DESCRIPTION - Fatal

D-28, sustained fatal injuries as a result of blunt trauma to the head with depressed skull fractures and laceration of the brain, Coroner's Case # 89-2140. SEE PAGE I-55 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-28, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
28A		I-126
28B		I-126
28C		I-127
28D		I-127

PASSENGERS

NUMBER	NAME	PAGE#

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 29

VEHICLE #: 29
88 BMW 528E Gray

LICENSE NO. | STATE: CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BRN	67"	180	05/14/52

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-78

CLE POINT OF REST

was found on its wheels facing south in the #2 and #3 lanes. The center of V-29 was 26' north of Bent 99 and 21' of the east roadway edge of southbound I-880.

CLE DAMAGE - Major

ehicle sustained major front end damage. The damage was located below the front bumper, forcing it upward and d into the grille. The force line was directed from the front toward the rear of the vehicle. There was also e to the left front fender area. Scratches and gouge marks were found along the left side, from the left front to forward of the left rear wheel well. The right front fender and hood showed induced buckling. The steering column was broken and forced downward.

CTED BY: C. Kroeger LOCATION: CSAA, 1964 Sabra St., Hayward DATE: 11/15/89 TIME: 1020 Hours

RY DESCRIPTION - Severe

9 sustained early degenerative changes of the L4 and L5 lumbar vertebrae, and C4 and C5 cervical vertebrae. He eated and released the same day.

ORTED BY: Private Vehicle TRANSPORTED TO: Merritt Hospital, Oakland

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

9 stated that he was S/B in the #3 T/L at 55 mph when the earthquake struck. He stated that his first sensation e of being "dizzy". He recalls that his vehicle, and the one in front of him, were moving back and forth, ys, then suddenly it looked like the freeway was collapsing. At first he tried to slow down, then, when he ed the freeway was collapsing, tried to brake to a stop. He stated his vehicle ran into a part of the freeway as about two feet higher than the part of the freeway he was on. He described the motion of the structure as g in like a wave". SEE TRANSCRIBED STATEMENT, PAGE IIIA-261.

SENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 30						VEHICLE #: 30 89 Oldsmobile Regency Gray	LICENSE NO. STAT CA
						REGISTERED OWNER	
				STATE CA	CLASS 3	VEHICLE DISPOSTION:	A&B Towing, Oakland
SEX M	HAIR BRN	EYES BRN	HEIGHT 67"	WEIGHT 142	DATE OF BIRTH 08/14/20	DIRECTION OF TRAVEL: NARRATIVE DESCRIPTION:	S/B I-880 (Upper Deck) Page IV-78

VEHICLE POINT OF REST

V-30 was found on its wheels facing south in the #1 lane, against the bridge rail. The center of V-30 was 36' north of Bent 99 and 2' west of the east roadway edge of southbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage to its front as a result of a frontal impact. The force line was from the front to the rear and slightly upward. The front bumper was pushed rearward, both front fenders were pushed rearward and upward, the hood was buckled, and the windshield was broken. There was also significant undercarriage damage. The entire front end of the vehicle was pushed rearward approximately one foot. The right front fender was also pushed inward approximately one foot. The right C-pillar post was pushed inward approximately one foot into the occupant area. This pulled the roof inward. There was a white paint transfer and rubber smear on the right side of the vehicle, on the right rear door, right quarter panel, and right rear hub cap. The restraint systems within the vehicle displayed evidence of usage.

INSPECTED BY: R. Linson LOCATION: Sals Auto Body, 9th & E. 11th St., Oakland DATE: 11/08/89 TIME: 1530 Hours

INJURY DESCRIPTION - Severe

O-30, sustained a compression fracture to the L1 lumbar vertebrae, as well as multiple contusions and abrasions. He remained in the hospital for observation and treatment until being discharged on 10/27/89.

TRANSPORTED BY: Private Vehicle TRANSPORTED TO: Merritt Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

O-30, related that he was S/B in the #1 T/L at 55 mph when the earthquake struck. He stated that his car started to bounce "like a rubber ball". He thought maybe he had a blowout. The next thing he knew, the bridge went down and he ran into a wall. He indicated that it happened very fast. He related that he tried to stop by braking moderately, then hit the wall and "that was the end, right there". SEE TRANSCRIBED STATEMENT, PAGE IIIA-271.

PASSENGERS

NUMBER	NAME	PAGE#
30A		I-128
30B		I-128
30C		I-129
30D		I-129

PASSENGERS

NUMBER	NAME	PAGE

-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

R/ER #: 31

VEHICLE #: 31
88 Toyota Camry Gray

LICENSE NO. | STATE: CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BRN	70"	155	11/29/43

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-80

:CLE POINT OF REST

was found on its wheels facing south in the #3 and #4 lanes. The center of V-31 was 36' north of Bent 99 and 9' of the west roadway edge of southbound I-880.

:CLE DAMAGE - Moderate

vehicle had been repaired prior to being inspected. The repair order indicates this vehicle sustained moderate e to the undercarriage. The repair estimate totaled $7060.18.

:CTED BY: N/A LOCATION: DATE: TIME: Hours

RY DESCRIPTION - Other Visible

, refused to sign the medical release form, so medical records were not obtained. Reportedly, he ined of pain to his feet and shins, neck and back, and sustained a small laceration on the top of the right hand.

ORTED BY: Private Vehicle TRANSPORTED TO: Kaiser Hospital, Oakland

TY EQUIPMENT - Passive Restraint Used

ARY OF STATEMENT

, stated that he was S/B in the #2 T/L at 40 to 45 mph, and was following a big rig when the earthquake . He stated that at first he thought he had a flat tire because he was "losing control" of his car. Then ly the freeway started to collapse section by section. He stated that he was bouncing like a "rubber ball". He id that he slowed down and changed lanes during the period of time that he thought he had a flat tire, then the ns started to collapse one at a time. He stated that he ran into something and then came to a stop. SEE RIBED STATEMENT, PAGE IIIA-311.

ENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 32

VEHICLE #: 32 — LICENSE NO. — STATE
81 Mack Tractor White — CA
71 Frue Trl Green — CA

REGISTERED OWNER

STATE	CLASS
CA	1

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLN	BLU	69"	165	05/29/44

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-81

VEHICLE POINT OF REST

The tractor of V-32 was found straddling the S-2 and S-3 lane. The center of V-32 was 23' west of the east roadway edge and 17' north of Bent 100. The trailer was attached to the tractor and came to rest straddling the S-1 and S-2 lanes, 14' west of the east roadway edge and 40' north of Bent 100.

VEHICLE DAMAGE - Total

V-32, Tractor, had been salvaged before it could be inspected. From photos, it was determined that V-32 sustained total damage. The cab fell forward away from the frame causing contact damage to the entire front of the truck. There was significant side swipe damage with evidence of blue paint smear on both left side tires, wheels and the left side fuel tank.

INSPECTED BY: N/A LOCATION: DATE: TIME: Hours

INJURY DESCRIPTION - Severe

D-32, sustained a slight depression of the superior end-plate of the T12 thoracic vertebrae, and a mild depression of the superior end-plate of the L1 lumbar vertebrae. He also complained of pain to the right leg and and left hand. He was discharged from the hospital on 10/17/89.

TRANSPORTED BY: Relative TRANSPORTED TO: Alta Bates Hospital, Berkeley

SAFETY EQUIPMENT - Lap Belt Used

SUMMARY OF STATEMENT

D-32, related that he was S/B in the #1 T/L at 50 to 55 mph when the earthquake struck. He stated he was in the process of changing lanes, moving to the right, when he felt a "slight side to side shifting" of his truck that he thought was a gust of wind. Then he looked forward and the "freeway seemed to be coming up like ocean swells" and indicated that it seemed to be coming from the south end. He stated that the swelling motion kept getting bigger and higher until the "pavement just broke loose and there was debris flying everywhere". He stated that he steered for the center of the road and doesn't believe that he ever braked, in fact, he indicated that he may have accelerated. He indicated that he did not feel the structure drop, but did feel the impact when he hit. SEE TRANSCRIBED STATEMENT, PAGE IIIA-321.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 33

VEHICLE #: 33
79 Toyota 2 dr Red

LICENSE NO. | STATE: CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BLK	BLK	52"	110	10/21/58

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-82

ICLE POINT OF REST

was found on its wheels facing south in the #2 lane. The center of V-33 was 13' south of Bent 101 and 22' west of east roadway edge of southbound I-880.

ICLE DAMAGE - Moderate

damage to the vehicle was concentrated at the left front and undercarriage. The left front fender was bent inward oximately 12 inches toward the undercarriage. The windshield was cracked vertically on the driver's side. The left t wheel was canted inward and the left front tire was ripped and deflated. The left side driver's window was sing and there was broken glass on the driver's seat and the surrounding area. The visor on the driver's side was d outward and lodged toward the windshield.

CTED BY: S. Mitchell LOCATION: 1412 29th Ave., Oakland DATE: 11/07/89 TIME: 1500 Hours

RY DESCRIPTION - Other Visible

33 , refused to sign the medical release form, so medical records were not obtained. She reportedly ined a laceration to the forehead near the right eye.

PORTED BY: Private Vehicle TRANSPORTED TO: Merritt Hospital, Oakland

TY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

33 , stated that she was S/B in the #3 T/L at 55 mph when the earthquake struck. She first experienced the quake when her car started swerving "back and forward", left to right, and she thought, "maybe the tires blew up or ning". She stated that before she could think of anything, the car was bouncing "real hard". She thought it was thquake and, "probably the end of the world". She indicated that she held onto the steering wheel and, before she do anything else, it was over. She indicated that everything happened very fast. SEE TRANSCRIBED STATEMENT, PAGE A329.

ASENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

CALIFORNIA HIGHWAY PATROL

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 34

VEHICLE #: 34 LICENSE NO. STAT

77 Chevrolet Corvette Blue CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BRN	74"	190	09/27/34

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)

NARRATIVE DESCRIPTION: Page IV-83

VEHICLE POINT OF REST

V-34 was found on its wheels facing south in the #4 lane. The center of V-34 was 30' north of Bent 101 and 4' east of the west roadway edge of southbound I-880.

VEHICLE DAMAGE - Major

The damage was concentrated to the left front fender, which had been broken away and was missing. The left front tire had been torn and deflated. The entire front structure of the vehicle had been pushed rearward. The trailing edge of the hood had contacted the windshield at the right side and the windshield was subsequently broken. The trailing edge of the right front fender was pushed rearward into the door and the door would not open. The right rear wheel was broken.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/03/89 TIME: 1655 Hours

INJURY DESCRIPTION - Severe

D-34, , sustained an anterior subluxation of the C6 and C7 cervical vertebrae, and a vertical fracture of the C5 cervical vertebrae.

TRANSPORTED BY: Self TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-34, , related that he was S/B in the #4 T/L at 60 to 65 mph when the earthquake struck. He stated that his first sensation felt like the front end of his car was collapsing under him. He stated that he tried to hold the vehicle steady and did not brake. Then he saw a "white cab truck" ahead of him go airborne, then all he saw, "through the windshield was pavement". He stated that he went airborne and then landed on the pavement, damaging his car. He stated that he impacted the roadway twice before his vehicle came to rest. He stated that he had just passed the USF van (V-37) prior to the onset of the earthquake and indicated that the van was travelling at about 50 to 55 mph. SEE TRANSCRIBED STATEMENT, PAGE IIIA-339.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	P/

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 35

VEHICLE #: 35
81 Honda Accord Green

LICENSE NO. STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

E	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
I	BLK	BRN	70"	165	10/26/68

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-83

ICLE POINT OF REST

3 was found on its wheels facing south in the #3 lane. The center of V-35 was 65' north of Bent 101 and 17' east of evest roadway edge of southbound I-880.

ICLE DAMAGE - Moderate

vehicle sustained moderate damage to it's undercarriage and front end as a result of a hard ground contact. Both o: fenders were buckled outward and rearward. There were asphalt scrape marks on the frame and cross members d:ating that this portion of the vehicle had made contact with the pavement.

SICTED BY: R. Linson LOCATION: Valley Salavage, 3883 S. El Dorado, Stockton DATE: 11/19/89 TIME: 1433 Hours

IRY DESCRIPTION - Complaint of Pain

35 complained of pain to his neck and back. The pain subsided in two days and no medical attention was ceved.

NPORTED BY: N/A TRANSPORTED TO: N/A

FTY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

15 related that he was S/B in the #2 T/L at 60 to 65 mph when the earthquake struck. He stated that his car ried to swerve left and right and he thought that he had blown his tires. He indicated that he started slowing down oticed that the car in front of him was also swerving. The next thing he knew the freeway split in front of him. rated that the freeway went out from beneath him and he was "bouncing around all over the place". He stated that maged to bring his vehicle to a stop without hitting anything. After he came to a stop, he backed his vehicle away m he car that was in front of him. SEE TRANSCRIBED STATEMENT, PAGE IIIA-345.

ASSENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 36

VEHICLE #: 36
84 Mazda P/U Beige

LICENSE NO.

STAT
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLN	HZL	65"	145	04/02/55

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-84

VEHICLE POINT OF REST

V-36 was found on its wheels facing south in the #1 lane. The center of V-36 was 44' north of Bent 102 and 8' west of the east roadway edge of southbound I-880.

VEHICLE DAMAGE - Moderate

This vehicle sustained moderate damage to the trailing edge of both fenders. The damage was symmetrical where both fenders buckled. Both rear quarter panels had symmetrical damage above the wheel well. There was old damage to the front and rear bumpers, to the leading edge of the left front fender, and to the front windshield.

INSPECTED BY: P. Franz LOCATI... DATE: 11/09/89 TIME: 1000 Hours

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-36, , related that he was S/B in the #1 T/L at 60 mph when the earthquake struck. He stated that the first thing he felt was a "strong shove" to the side, then a lift and he felt his truck get light. He indicated that the initial movement was to his left, then he went back to the right a second later. He stated that he recalls seeing a cloud of dust rising over the structure and indicated that he felt three or four jolts. He stated that on the second jolt his truck became airborne and recalls seeing other vehicles also go airborne. He stated that everyone was flying for a second or so then they crashed to the ground and bounced again. He stated that he got off of the gas and held on tight to the steering wheel and kept his truck going straight. SEE TRANSCRIBED STATEMENT, PAGE IIIA-353.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PA

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 37

VEHICLE #: 37
85 Dodge Van Gray

LICENSE NO. | STATE: CA

REGISTERED OWNER

VEHICLE DISPOSTION: Ruben Dans, Oakland

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BLU	67"	165	10/30/43

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-85

ICLE POINT OF REST

was found on its wheels facing south in the #4 lane. The center of V-37 was 20' north of Bent 104 and 3' east of west roadway edge of southbound I-880.

ICLE DAMAGE - Total

vehicle sustained total damage as the result of frontal impact. There was direct contact damage to the entire end with the force line being from the front to the rear. The entire front of the vehicle was pushed rearward to front axle. There was minor contact damage to the rear of the vehicle from a rear end type collision with the force being from the rear to the front. There were two additional minor to moderate contact damage sites from a swipe type of collision. The first was located above the right rear wheel and the second was located at the ling edge of the left front door. SEE PAGE I-171 FOR A DETAILED DAMAGE DESCRIPTION.

CTED BY: R. Linson LOCATION: Co-Parts Auto Storage, 282 5th St., Vallejo DATE: 11/14/89 TIME: 1013 Hours

RY DESCRIPTION - Severe

3 sustained a closed head injury, facial trauma, fractures of the left tibia and fibula, a fracture and cation of the right ankle, a seventh right rib fracture and multiple contusions on her body.

PORTED BY: Ambulance TRANSPORTED TO: Kaiser Hospital, Oakland

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

37 stated that she has no memory of the earthquake or the events surrounding it. SEE TRANSCRIBED STATEMENT, GEIIIA-363.

ASENGERS

NAME	PAGE#
	I-130
	I-130
	I-131
	I-131

PASSENGERS

NUMBER	NAME	PAGE#
37E		I-132
37F		I-132
37G		I-133

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 38

VEHICLE #: 38 LICENSE NO. STAT
84 Chrysler New Yorker Sil/Blu CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BRN	BRN	63"	130	01/29/39

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-87

VEHICLE POINT OF REST

V-38 was found on its wheels facing south in the #3 and #4 lanes. The center of V-38 was 52' south of Bent 105 and 11' east of the west roadway edge of southbound I-880.

VEHICLE DAMAGE - Moderate

Impact damage was concentrated to the right front fender, which was pushed inward. The entire front headlight assembly was pushed rearward. The right and left front tires were deflated. The right and left side of the roof, above the doors, had symmetrical indentations caused by removal from the upper deck.

INSPECTED BY: P. Franz LOCATION: Co-Parts Auto Storage, 282 5th St., Vallejo DATE: 11/17/89 TIME: 1215 Hours

INJURY DESCRIPTION - Severe

D-38, sustained an anterior wedge compression fracture of the L1 lumbar vertebrae, retropulsion of vertebral body fragments into the spinal canal, and head trauma. She underwent corrective surgery on 10/19/89, and was discharged from the hospital on 10/27/89.

TRANSPORTED BY: Ambulance TRANSPORTED TO: Kaiser Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-38, related that she was S/B in the #2 T/L at 55 to 60 mph and was directly behind the van (V-37) when the earthquake struck. She indicated that at first she thought she was having a flat tire, then she thought she was having four flat tires because the whole car started shaking evenly in a sideways motion. She stated that she got off of the gas to go to the brake, looked in her rearview mirror, and saw the freeway collapsing toward her from behind. She looked forward and saw the freeway "was coming at me both ways, and after that I could see the concrete beams seem to start breaking loose or collapsing". She described the motion like a "roller coaster or, waves". She indicated that she was able to brake her car to a stop without hitting anything. SEE TRANSCRIBED STATEMENT, PAGE IIIA-377.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE

-80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

IER #: 39

VEHICLE #: 39 — VEHICLE IDENTIFICATION NO.
89 Nissan 300SX Black

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

X	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
	BLK	BRN	64"	120	12/12/60

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-88

HCLE POINT OF REST

19 was found on its wheels facing south in the #4 lane. The center of V-39 was 38' south of Bent 105 and 1' west of st roadway edge of southbound I-880.

HCLE DAMAGE - Major

mage was concentrated to the left side of the vehicle with the force line going from front to rear. There was tt damage to the left front fender and bumper. The left front strut was pushed rearward, the hood was buckled and ght front fender was also buckled. The inner structure, that supports the radiator, was pushed rearward, forcing in assembly into the engine block. The roof was buckled inward on the right side.

PETED BY: R. Linson LOCATION: A&B Towing, 8451 San Leandro Ave., Oakland DATE: 11/03/89 TIME: Hours

JUY DESCRIPTION - Severe

9, sustained a possible cerebral concussion with a contusion of the forehead, contusion and strain to the left e the neck, compression fracture of the L2 lumbar vertebrae, contusions to the abdomen and left knee, and a bo cral strain. She was discharged on 10/21/89.

NSIRTED BY: Ambulance TRANSPORTED TO: St. Rose Hospital, Hayward

EY EQUIPMENT - Passive Restraint Used

IMRY OF STATEMENT

), related that she was S/B in the #2 T/L at 60 mph when the earthquake struck. She stated that the road te swaying from side to side and she thought something was wrong with her car. She tried steering, but got no ore. She immediately hit the brakes and then, "very fast, just two or three seconds", she hit the car (V-37) in her. She stated that there were three or four cars near her and they all ended up in the right hand corner of freway, all smashed together. SEE TRANSCRIBED STATEMENT, PAGE IIIA-387.

SSNGERS

ER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 40

VEHICLE #: 40
83 Chevrolet Cavalier Tan

LICENSE NO. STAT
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BLN	BLU	67"	175	02/28/57

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-90

VEHICLE POINT OF REST

V-40 was found on its left side off the structure and facing southwest 35' east of the west roadway edge of Cypress St. and 148' south of the south prolongation of 32nd St.

VEHICLE DAMAGE - Total

There was impact damage to the left front of the vehicle with the force line being from front to rear. The left front fender was pushed rearward, the left front A-frame assembly and left front wheel was pushed rearward. There was also a downward crush of the roof located directly above the rear seat. This impact forced the trailing edge of the roof forward, causing the roof to be pushed into the front occupant area. There was a tear in the left side door as a result of a sideswipe type of impact. The front bumper and front grille were missing. The entire forward two thirds of the vehicle was destroyed by fire.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/03/89 TIME: 1530 Hours

INJURY DESCRIPTION - Other Visible

D-40, complained of pain to the right side of her chest, right shoulder, back and abdomen; she also sustained abrasions to the left side of her neck. She was discharged on 10/18/89.

TRANSPORTED BY: Private Vehicle TRANSPORTED TO: Kaiser Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-40, related that she was S/B in the #4 T/L at 55 to 60 mph when the earthquake struck. She stated that she thought she had a blowout because her car bounced in the air. She related that when the car came down the road had apparently already fallen and the car bounced even farther. She stated the car came down again and bounced really high. She stated she looked around and saw that other cars were having a "hard time", and thought it was a bomb. She stated that when the car came back down it was going to the right. The west side of the freeway was apparently crumbling and she went with the crumble off the side of the freeway. She indicated that she landed nose down on top of a bunch of concrete. Her car burned after she was rescued from it. SEE TRANSCRIBED STATEMENT, PAGE IIIA-399.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE

-80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 41

VEHICLE #: 41
84 Chevrolet P/U Red/Wht

LICENSE NO. | STATE: CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: Jenkins Bros., Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BRN	66"	180	01/20/55

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-91

HCLE POINT OF REST

was found on its wheels facing south in the #1 and #2 lanes. The center of V-41 was 36' north of Bent 107 and 16' of the east roadway edge of southbound I-880.

HCLE DAMAGE - Major

vehicle sustained major undercarriage damage as a result of the vehicle impacting the roadway surface. The damage ed both right and left side frame rails, with both rails bowed downward near the center of the vehicle. There was d damage in the form of buckled metal located on both right and left side front fenders.

PERED BY: C. Kroeger LOCATION: ity DATE: 11/17/89 TIME: 1220 Hours

DY DESCRIPTION - Complaint of Pain

1, complained of pain to his neck and back. He did not seek medical attention.

ISPORTED BY: N/A TRANSPORTED TO: N/A

EY EQUIPMENT - Lap/Shoulder Harness Used

MRY OF STATEMENT

related that he was S/B in the #1 T/L at 60 mph when the earthquake struck. He stated that at first he gh he had a flat tire and asked his passenger, Mr to check it out. Then he knew that it was not a flat cause the entire car started moving sideways. He indicated that a few seconds later, "I saw Oakland going down, kew a lot of noise ... I see the freeway is going down, big slabs of cement". He stated after that his truck went so and he brought it to a stop. He stated that he recalls seeing a lot of smoke coming from the cement. SEE SCIBED STATEMENT, PAGE IIIA-407.

SENGERS

ER	NAME	PAGE#
A		I-133

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 42

VEHICLE #: 42
84 BMW 733 White

LICENSE NO.

STA
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: Jenkins Bros., Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BLK	BRN	65"	145	10/11/46

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-92

VEHICLE POINT OF REST

V-42 was found on its wheels facing south in the #4 lane. The center of V-42 was 26' north of Bent 108 and 6' east of the west roadway edge of southbound I-880.

VEHICLE DAMAGE - Major

This vehicle sustained major damage to the left and right front fenders and to the undercarriage. The right and left front fenders were buckled above the wheel well and subsequently caused the trailing edge of the hood to be pushed upward six inches. The oil pan was cracked, the exhaust pipes were scraped and partially crushed, and the frame rails were bent.

INSPECTED BY: P. Franz LOCATION: Anthony's Auto Craft, 103 Verdi St., San Rafael DATE: 11/16/89 TIME: 1550 Hours

INJURY DESCRIPTION - Complaint of Pain

D-42, sustained an acute paraspinal myofascial strain. She was treated and released on the same day.

TRANSPORTED BY: Self TRANSPORTED TO: John Muir Hospital, Walnut Creek

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-42, related that she was S/B in the #4 T/L at 55 mph when the earthquake struck. She stated that at first she thought she had a flat tire as the car was "acting strange". She indicated that she immediately took her foot off of the gas and slowly applied the brakes. She stated the car had initially "jerked hard to the left". She stated to her passenger, "we have a flat tire" and about that time the structure "probably" dropped. She remembers glancing in front of her and noticing that the structure had tipped a little and "had dropped more" than the part she was on. She stated that she looked in the rearview mirror and saw the same thing was "somewhat" happening behind her. She related that she was able to bring her vehicle to a stop without hitting anything. SEE TRANSCRIBED STATEMENT, PAGE III-413.

PASSENGERS

NUMBER	NAME	PAGE#
42A		I-134

PASSENGERS

NUMBER	NAME	PA

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 43

VEHICLE #: 43 LICENSE NO. STATE
89 Ford Carrier White CA
86 Util 2 Axle White CA

REGISTERED OWNER

STATE	CLASS
CA	1

VEHICLE DISPOSTION: Jenkins Bros., Oakland

E	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
I	BRN	BRN	71"	175	06/07/60

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-93

ICLE POINT OF REST

4 Tractor, was found facing W/B in the S-1 lane and was located 4' north of Bent 109 and 2' west of the east roadway
g The trailer was located 15' north of Bent 109 and 6' west of the east roadway edge.

ICLE DAMAGE - Total

vehicle sustained total damage to the front and undercarriage. The right side frame rail was bent inward
oximately six inches. The right and left side saddle fuel tanks were bent outward on the inboard side of the tank.
railing edge of the right front fender was broken away and found wedged in the under carriage. The front was
d rearward approximately one foot, damaging the front bumper, grille, and both fenders. The left front wheel was
and the tire was separated from the bead and deflated. The left rear outside dual wheel was bent and the tire was
ng. The roof was pushed rearward just left of mid line and the windshield was broken out. There was direct
ct damage on the trailing edge of the cab, on the right side, pushing it inward. The trailer sustained minor
e.

PTED BY: R. Linson LO(DATE: 12/04/89 TIME: 1406 Hours

JRY DESCRIPTION - Other Visible

3 sustained a laceration on his lower lip, a contusion on his left arm and he complained of pain in his neck.

NSPORTED BY: Ambulance TRANSPORTED TO: Providence Hospital, Oakland

FTY EQUIPMENT - Lap Belt Used

MMARY OF STATEMENT

3, related that he was S/B in the #2 T/L at 55 to 60 mph when the earthquake struck. He stated that he first
an aware of the earthquake when he heard a driver from San Jose on his two-way radio say that they had just had a
orearthquake. He related that his truck started shaking "west to east" and it felt just like a flat tire. He
te that it started getting worse and the freeway started rocking, like an "ocean wave" or "jello" and then it
lased. He stated that he let off of the gas and tried to keep his truck under control. He saw a wall of cement
ad of him and cars cluttering together, so he slammed on his brakes and turned to steer away from them, then
kifed into the railing. SEE TRANSCRIBED STATEMENT, PAGE IIIA-425.

ASSENGERS

SE	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 44

VEHICLE #: 44
82 BMW 528E White

LICENSE NO.

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: Jenkins Bros., Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BRN	BRN	63"	110	11/25/62

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-95

VEHICLE POINT OF REST

V-44 was found on its wheels facing south in the #1 lane. It was partially under V-43's trailer. The center of V-44 was 19' north of Bent 109 and 1' west of the east roadway edge of southbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of an impact to the right side near the rear axle, with approximately 2.2 feet of intrusion that measured approximately 1.2 feet above the ground. The force line was right to left at a slight forward angle toward the left side seating position of the vehicle. There was induced buckling on the right side forward of the right front door. The roof was collapsed downward and rearward from the windshield area. There was major induced buckling at the left rear with minor contact damage near the right rear bumper. The right rear tire was deflated and the rim damaged.

INSPECTED BY: C. Kroeger LOCATION: Bay Area Salvage, 1055 Parkside Dr., Pittsburg DATE: 11/16/89 TIME: 1530 Hours

INJURY DESCRIPTION - Other Visible

D-44, , sustained small cuts on her head, an abrasion on her neck and a concussion. She complained of pain in her head and lower back. She also exhibited short term memory loss. She was treated for her injuries and released.

TRANSPORTED BY: Ambulance TRANSPORTED TO: Alameda Hospital, Alameda

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-44, , related that she was S/B on I-880 when the earthquake struck. She stated that she recalls a truck jackknifing in front of her. She also indicted that it seem like the structure was "rolling, like waves", and the whole structure was bouncing, but she wasn't sure. She could not recall specifically what evasive tactics she took, but remembers trying to avoid the truck in front of her. She thinks she remembers hearing a loud crashing noise. She indicated that everything happened really fast. SEE TRANSCRIBED STATEMENT, PAGE IIIA-437.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE

ER #: 45

--

STATE	CLASS
CA	3

X	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
	BLK	BRN	62"	110	04/20/58

VEHICLE #: 45 LICENSE NO. STATE
86 Honda Civic Silver CA

REGISTERED OWNER

VEHICLE DISPOSTION: Jenkins Bros., Oakland

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-96

HCLE POINT OF REST

5was found on its wheels facing west in the #2 and #3 lanes. The center of V-45 was 17' north of Bent 109 and 21' tof the east roadway edge of southbound I-880.

HCLE DAMAGE - Total

vehicle sustained total damage as a result of a frontal impact. The damage was concentrated to the left front. trusion was rearward from the front to the front axle. The vehicle had induced buckling along the left side and of. The windshield was shattered; and the left front window, left rear window, and rear window were broken out. was contact damage to the left rear bumper and rear deck. The steering wheel was not damaged. The lap/shoulder int belt displayed indications of usage at the time of the impact.

PITED BY: C. Kroeger LOCATION: CSAA, 1964 Sabre St., Hawyard DATE: 11/15/89 TIME: 1050 Hours

JRY DESCRIPTION - Other Visible

, refused to sign a medical release form, so medical records were not obtained. Reportedly, her injuries s follows; a laceration on her right leg, a sprained right ankle, torn ligaments and muscles in her chest, and she ined of pain in her back and neck.

NSORTED BY: Private Vehicle TRANSPORTED TO: Merritt Hospital, Oakland

FTY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

, related that she was S/B in the #2 T/L at 55 to 60 mph when the earthquake struck. She stated that her cifted to the left and remembers seeing "like a dust burst on the left hand side" and then all of a sudden it felt er car was speeding up. She initially thought something was wrong with her accelerator, so she applied her e. She stated that was when "the rippling started and it was like being in a sea". She stated that she got nd and thrown around and then it all came to a stop when her car ran into a raised part of the freeway ahead of . She recalls seeing a "white semi" to her left (V-43). She stated that everything happened very fast. SEE NSRIBED STATEMENT, PAGE IIIA-443.

ASENGERS

BER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 48

VEHICLE #: 48
84 Oldsmobile 4 dr Blue

LICENSE NO. STA
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BRN	68"	169	11/23/23

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION: Page IV-99

VEHICLE POINT OF REST

V-48 was found on its wheels facing southeast in the #2 and #3 lanes. The center of V-48 was 34' north of Bent 110 and 26' east of the west roadway edge of southbound I-880.

VEHICLE DAMAGE - Major

This vehicle sustained major damage to it's undercarriage. The left rear of the vehicle was listing approximately six to ten inches lower than the rest of the vehicle. The entire front end was pushed upward approximately four to six inches. There was contact damage located on the forward cross member. The front bumper was pushed upward into the grille and headlight assembly.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/03/89 TIME: 1805 Hours

INJURY DESCRIPTION - Other Visible

D-48, refused to sign a medical release form, so medical records were not obtained. Reportedly, he complained of pain to his neck, back, and right shoulder. He also reportedly sustained a laceration to the head. He was treated and released the same day.

TRANSPORTED BY: Navy Ambulance TRANSPORTED TO: Kaiser Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-48, related that he was S/B in the #3 T/L at 55 to 60 mph. He related the following; "All of a sudden the whole front end of the car went up in the air and it started to rock and I thought, my God, the front end suspension - something happened to the car. The next thing I knew, the car went the other way and went back up in the air. All of a sudden I saw the sky, and the next thing I knew the car went down. I could see the pavement. The car landed, bounced again, and kept moving, and jumped again and the freeway just kept undulating under the car." He stated that it appeared that the freeway was failing in a southerly, or "south-easterly direction". SEE TRANSCRIBED STATEMENT, PAGE IIIA-477.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PA

-80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 49

VEHICLE #: 49
86 Honda Accord Gray

LICENSE NO. | STATE: CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: Jenkins Bros., Oakland

E	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
	BRN	BLU	69"	130	02/08/59

DIRECTION OF TRAVEL: S/B I-880 (Upper Deck)
NARRATIVE DESCRIPTION Page IV-100

ICLE POINT OF REST

4 was found on its wheels facing south in the #2 lane. The center of V-49 was 15' south of Bent 112 and 16' west of east roadway edge of southbound I-880.

ICLE DAMAGE - Total

vehicle sustained total damage to the front. There was direct contact damage to the front bumper, which forced the r rearward approximately one foot. The right front fender had been buckled and pushed rearward into the right tire. The left front fender was buckled and pushed rearward. There was minor contact damage, with white paint fer on the left side of the rear bumper. There was a black smear on the surface of the rear bumper that began near ight side of the bumper and continued to the left to the body damage on the left rear of this vehicle.

SPECTED BY: R. Linson LOCATION: Jenkins Bros., 537 24th St. Oakland DATE: 11/06/89 TIME: 1227 Hours

RY DESCRIPTION - Severe

sustained a blunt facial trauma, depressed displaced nasal fracture, right orbital fracture, a mild ior compression fracture of the L2 lumbar vertebrae and a T12 thoracic vertebrae compression fracture. She went corrective surgery on 10/25/89 and was discharged from the hospital on 10/26/89.

NSPORTED BY: Private Vehicle TRANSPORTED TO: Providence Hospital, Oakland

FTY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

9 related that she was S/B on I-880 at 55 mph when the earthquake struck. She stated that all of a sudden ought something was wrong with her car, because she lost control of it. She indicated that she applied the brakes flew over two lanes to the right", then the structure opened up. She stated that she was bouncing all over the c then the pavement took her straight up, then the pavement dropped, and everything was buckling. When the nt went down, she indicated that there was nothing underneath her. She stated that she passed out before she hit ound. She recalls that the vehicles ahead of her were also swerving and braking. SEE TRANSCRIBED STATEMENT, PAGE A 89.

ASSENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 50

VEHICLE #: 50 — LICENSE NO. — STA
86 Acura Integra Silver — CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BLU	72"	162	12/23/49

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-101

VEHICLE POINT OF REST

V-50 was found on its wheels facing north in the #3 lane. The interior of V-50 was directly under Bent 112 and 30' east of the west roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as the result of being completely crushed by falling concrete. The entire front end, including the engine, drive shaft, transmission, front fenders, front axle, and dash were not located at the inspection site. The roof and trunk lid were ripped completely off the vehicle, exposing the interior and trunk compartment. The trunk frame and right B-pillar post were torn forward and crushed to the right side quarter panel. Both doors had been completely crushed. The steering wheel and column were located laying in the rear of the vehicle. The restraint system for the left front is a TYPE-2 three point continuous loop. The upper torso portion of the restraint had been cut. The latch plate was found connected to the buckle and the loop had deep abraded scrapes indicating usage at the time of impact.

INSPECTED BY: P. Franz LOCATION: CSAA, 1964 Sabre St., Hayward DATE: 11/15/89 TIME: 1020 Hours

INJURY DESCRIPTION - Fatal

D-50, . sustained fatal injuries as a result of multiple blunt injuries, Coroner's Case # 89-2155. SEE PAGE I-157 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-50, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PA

VER #: 51

VEHICLE #: 51
75 Volvo 260 White/Blue

LICENSE NO. STATE CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

E	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
1	BLK	BRN	68"	170	09/18/48

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-102

ICLE POINT OF REST

5 was found on its wheels facing north in the #3 lane. V-51 was against Bent 110, with the center of V-51 11' south ent 110 and 19' west of the east roadway edge of northbound I-880.

ICLE DAMAGE - Total

vehicle sustained total damage to its front end and roof. The front end damage was concentrated at the left front. orce line was from the front to the rear. The roof was crushed downward to seat top level. The window glass was n out. The lap/shoulder safety restraint system displayed the physical characteristics of being in use at the time pact.

CTED BY: C. Kroeger LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 0930 Hours

RY DESCRIPTION - Other Visible

1 complained of pain to the neck, and suffered abrasions to the left elbow, face, neck, and back. He was ed and released.

PORTED BY: Private Vehicle TRANSPORTED TO: Brookside Hospital, San Pablo

FTY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

1 related via translator that he was N/B in the #3 T/L at 40 to 45 mph when the earthquake struck. He tl that his car went to the right, then back to the left, and he thought he had a flat tire. He stated he saw the s fail, and described the freeway as falling toward him from north to south. He stated he recalls a red pickup cl behind him and a gold car that had passed him. He indicated that he took no evasive action, and the freeway fell h, crushing his car. SEE TRANSCRIBED STATEMENT, PAGE IIIB-1.

ASSENGERS

NAME	PAGE#
1	I-135
1	I-135

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 52

VEHICLE #: 52
85 Nissan P/U Orange

LICENSE NO.

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BRN	75"	140	06/16/52

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-103

VEHICLE POINT OF REST

V-52 was found on its wheels facing north in the #2 lane. V-52 was against Bent 110, with the center of V-52 10' south of Bent 110 and 18' east of the west roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of frontal impact and then being crushed by falling concrete. The entire front end was pushed rearward to the front axle, exposing the A-frame. The right front was pushed six inches beyond the left front. The roof was collapsed, causing the doors to bow outward. The center trailing edge of the hood contacted the front windshield at the center, and the windshield was broken. White paint transfers were found on the right rear quarter panel starting at the trailing edge and extending to the rear wheel. The transfers move forward and slightly upward. Induced damage was sustained to the leading edge of the bed. The steering wheel was pushed forward into the dash, and hair follicles were found in the left front of the windshield. The left front restraint system did not indicate usage at the time of impact.

INSPECTED BY: P. Franz LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 0930 Hours

INJURY DESCRIPTION - Severe

D-52, . refused to sign a medical release form, so medical records were not obtained. His injuries were reportedly; a fracture to the hip and ribs, with contusions and lacerations to the body.

TRANSPORTED BY: Private Vehicle TRANSPORTED TO: Merritt Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-52, on the advice of his attorney, declined to be interviewed.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE

-80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 53

VEHICLE #: 53
86 Toyota P/U Maroon

LICENSE NO. | STATE: CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BRN	66"	106	05/17/59

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-104

HCLE POINT OF REST

was found on its wheels facing north in the #3 lane. V-53 was against Bent 109, with the center of V-53 10' south Ent 109 and 20' west of the east roadway edge of northbound I-880.

HCLE DAMAGE - Total

vehicle sustained total damage as a result of a frontal impact and was then crushed by falling concrete. The force efor the frontal impact was at an oblique angle, from left front to right rear. The damage included the entire on of the vehicle, engine compartment, both front fenders, the hood, front bumper and grille assembly. The leading eof the roof was crushed by falling concrete. The entire occupant area was destroyed by the intrusion of the engine e collapse of the fire wall. Both outboard restraint systems were found in the retracted position and there was psical evidence that would indicate usage in this type of collision.

SPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1454 Hours

JRY DESCRIPTION - Fatal

sustained fatal injuries as a result of multiple blunt injuries, Coroner's Case # 89-2153. SEE PAGE I-157 UTOPSY SUMMARY.

ANSPORTED BY: N/A TRANSPORTED TO: N/A

FITY EQUIPMENT - Lap/Shoulder Harness Not Used

MMARY OF STATEMENT

sustained fatal injuries, no statement.

ASSENGERS

NUMBER	NAME	PAGE#
None		

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 54

VEHICLE #: 54 LICENSE NO. STATE
89 Kenworth Tractor Blue
89 Grotto Trl Van

REGISTERED OWNER

STATE	CLASS
CA	1

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BRN	72"	185	05/04/61

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-105

VEHICLE POINT OF REST

V-54, Tractor, was found in the #4 lane, 26' north of Bent 107 and 8' west of the east roadway edge of northbound I-880. The trailer was found in the #3 and #4 lanes, 9' south of Bent 107 and 9' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of being crushed and burned in the resulting fire. The only remnants of the vehicle were metal components and the right rear tire. The passenger cab structure was gone. The right front of the vehicle frame indicated there was a severe impact. The area forward of the engine was crushed downward. The left frame rail was twisted clockwise at the front axle. The left front wheel was crushed inward. The trailer was totally crushed. The rear dual axles were sheared from the frame. The trailer frame was sheared from the axles. The leading edge of the frame was pushed rearward beyond the trailing edge of the frame. The left side paneling was bent downward to the frame.

INSPECTED BY: C. Kroeger LOCATION: Golden Gate Freightliner, 8200 Baldwin, Oakland DATE: 11/14/89 TIME: 1620 Hours

INJURY DESCRIPTION - Fatal

D-54 sustained fatal injuries as a result of multiple blunt injuries and extensive thermocutaneous burns, Coroner's Case # 89-2157. SEE PAGE I-158 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Unknown

SUMMARY OF STATEMENT

D-54, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	P

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 55

VEHICLE #: 55
89 Oldsmobile Cutlass Silver

LICENSE NO.

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
RED	HZL	69"	180	02/28/58

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-106

ICLE POINT OF REST

was found on its wheels facing north in the #2 lane. V-55 was against Bent 107, with the center of V-55 11' south nt 107 and 18' east of the west roadway edge of northbound I-880.

CLE DAMAGE - Total

vehicle sustained total damage to the front and top as a result of a frontal impact and being crushed by falling ete. The damage included the front bumper, both front fenders and the hood. The front of the vehicle was pushed ard to the front axle, and the force lines were front to rear. The top was crushed downward to the top of the seat . The outside of the vehicle was coated with soot from an adjacent fire. The left front restraint system ates that the seat belt was in use at the time of the collision.

CTED BY: C. Kroeger LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 12/31/89 TIME: 0850 Hours

RY DESCRIPTION - Severe

sustained extensive lacerations of the forehead and chin; multiple contusions of the chest, abdomen, and s; and a fracture of the right medial malleolus.

PORTED BY: Private Vehicle TRANSPORTED TO: Merritt Hospital, Oakland

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

related that he was N/B on I-880 and thinks he was in the #3 T/L at 55 mph when the earthquake struck. He d that he does not have an independent recall of the earthquake or the events surrounding it. SEE TRANSCRIBED MENT, PAGE IIIB-27.

SENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 56

VEHICLE #: 56
85 Toyota Camry

LICENSE NO.

STA
C

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	GRN	70"	190	03/28/25

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-106

VEHICLE POINT OF REST

V-56 was found on its wheels facing north in the #1 lane. The center of V-56 was 40' south of Bent 107 and 5' east of the west roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of being crushed by falling concrete and then consumed by fire. There were minor scrapes in the paint and metal that indicated movement prior to being crushed. The trunk lid and right rear fender were crushed and bent forward approximately two feet. The striking object overrode the bumper and subsequently crushed the vehicle body. The force line at this area of damage site was front to rear, and there was sufficient intrusion to partially collapse the right rear door opening. The vehicle was then crushed by falling concrete, which involved the entire length of the vehicle. After being crushed, the vehicle was engulfed by fire, and the interior was completely consumed. Both front seat backs were bent rearward.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1350 Hours

INJURY DESCRIPTION - Fatal

D-56, sustained fatal injuries as a result of extensive burns, Coroner's Case # 89-2193. SEE PAGE I-158 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Unknown

SUMMARY OF STATEMENT

D-56, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAG

380 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 57

VEHICLE #: 57
85 Chevrolet Blazer Blu/Wht

LICENSE NO. | STATE: CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	69"	170	07/03/46

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-107

ICLE POINT OF REST

was found on its wheels facing north in the #2 lane. The center of V-57 was 11' south of Bent 106 and 31' west of east roadway edge of northbound I-880.

ICLE DAMAGE - Total

vehicle sustained total damage as a result of a frontal impact and being crushed by falling concrete. The damage ded both front fenders, hood, front bumper, and grille. The entire front of the vehicle was pushed rearward to the axle. The roof was crushed downward to dash level. There was induced damage to both sides of the vehicle. The bowed outward. There was a child safety seat located on the rear seat.

ICTED BY: C. Kroeger LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 0945 Hours

IRY DESCRIPTION - Severe

refused to sign a medical release form, so medical records were not obtained. His injury was reportedly a e head injury. He was unconscious when found.

PORTED BY: Paramedics TRANSPORTED TO: Eden Hospital, Castro Valley

FTY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

was not formally interviewed. He related in a short telephone conversation with investigators that he has collection of this incident. No statement was taken.

ASENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 58

VEHICLE #: 58
88 Subaru Wgn Red

LICENSE NO. STAT
NJ

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BRN	BRN	64"	125	09/04/58

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-108

VEHICLE POINT OF REST

V-58 was found on its wheels facing north in the #3 lane. The center of V-58 was 9' south of Bent 106 and 19' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of a frontal impact and being crushed by falling concrete. The front end was pushed rearward into the engine compartment. The left leading edge of the front door had direct contact damage. There were maroon paint transfers just below the left side mirror. There were also maroon paint transfers and direct contact damage to the trailing edge of the left front fender. The right and left rear quarter panels, as well as the hatchback frame were bowed outward. The steering wheel was pushed forward, and the left front windshield was shattered. There were hair folicles found in the left front windshield.

INSPECTED BY: P. Franz LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 0830 Hours

INJURY DESCRIPTION - Severe

D-58, sustained a fracture of the medial malleolus, right ankle, fracture of proximal fibula, laceration to the right thigh and occiput, and cervical and lumbar strains. Corrective surgery to the medial malleus was conducted on 10/18/89.

TRANSPORTED BY: Private Vehicle TRANSPORTED TO: Merritt Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-58, related that she was N/B in the #3 T/L at 55 mph when the earthquake struck. Her first indiction of the earthquake came when she saw, and felt, "wavy bumps" on the road. She stated that she had a hard time keeping her car under control. She related that she saw the support columns give way, and indicated that big chunks of concrete came down. She stated that she heard a loud crash, and then was unconcious for a time. When she woke up, there was a big slab of concrete in front of her. She stated that she recalls applying her brakes, slowing down, and trying to maintain control of her vehicle. She indicated that the shaking of her vehicle was wave like, and was from east to west. She recalls the support columns cracking and going outwards. SEE TRANSCRIBED STATEMENT, PAGE IIIB-31.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 59

VEHICLE #: 59
83 Toyota Tercel White

LICENSE NO. | STATE: CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

X	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
	BLK	BRN	62"	130	10/04/61

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-109

CLE POINT OF REST

as found on its wheels facing north in the #4 lane. The center of V-59 was 12'south of Bent 106 and 7' west of st roadway edge of northbound I-880.

CLE DAMAGE - Total

ehicle sustained total damage as a result of being crushed by falling concrete. The damage to the hood and roof cte forward motion at the time of impact. The roof was collapsed to just below seat top level. All the pillar s doors, and both quarter panels were crushed downward and bowed outward. The front windshield frame was pushed rd to the dash area, and the entire windshield was broken. All four tires were inflated.

ED BY: P. Franz LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 0900 Hours

UY DESCRIPTION - Other Visible

sustained an acute contusion to the head and left clavicle. He was treated and released.

RTED BY: Ambulance TRANSPORTED TO: St. Rose Hospital, Hayward

EY EQUIPMENT - Lap/Shoulder Harness Used

RY OF STATEMENT

related that he was N/B in the #4 T/L at 50 mph when the earthquake struck. He stated that his car te rocking side to side, like having a flat tire. He indicated that he braked hard, and then the freeway fell on e stated that he could not recall the movement of the structure. He indicated that there was a brown car on his d side just before the structure fell. SEE TRANSCRIBED STATEMENT, PAGE IIIB-43.

NGERS

NUMBER	NAME	PAGE#
None		

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 60

VEHICLE #: 60 LICENSE NO. ST
88 Pontiac SSE Gold C

REGISTERED OWNER

STATE	CLASS
CA	C

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BRN	BLU	69"	150	01/25/46

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-110

VEHICLE POINT OF REST

V-60 was found on its wheels facing north in the #3 lane. The center of V-60 was 5' south of Bent 104 and 18' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of being crushed by falling concrete. The front portion of the vehicle, forward of the firewall, was missing. The roof of the vehicle has been crushed downward to the seat top.

INSPECTED BY: C. Kroeger LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 0900 Hours

INJURY DESCRIPTION - Severe

D-60, sustained a crush injury to the left knee with left knee effusion, open wound and soft tissue injury to the left ankle area, anterior chest wall contusion, minor abrasion on the left shin, laceration, and periocular contusion in the right eye, and contusions to the right forearm and right proximal leg.

TRANSPORTED BY: Ambulance TRANSPORTED TO: Eden Hospital, Castro Valley

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-60, related that she was N/B in the #3 T/L at 55 mph when the earthquake struck. She stated that her first indication of the earthquake came when someone on National Public Radio said; "we're having an earthquake". She stated the movement on the structure started right after this announcement. She indicated that the motion of her car was from side to side, with some up and down movement. She stated that she braked and then saw a huge sheet of concrete coming into her passenger seat area. She stated she saw the structure moving violently back and forth, sideways, and saw the columns "pop" out. She recalls seeing the cars ahead of her disappear as the roadway fell toward her. She stated it was just a second after she hit her brakes that the concrete landed on her hood. SEE TRANSCRIBED STATEMENT, PAGE IIIB-55.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	P

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

R #: 61

VEHICLE #: 61
75 WHTFRLR Tractor Yellow

LICENSE NO. | STATE: CA

REGISTERED OWNER

STATE	CLASS
CA	1

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BRN	67"	180	06/30/33

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-111

CLE POINT OF REST

as found on its wheels facing north in the #3 and #4 lanes. The center of V-61 was 17' south of Bent 104 and 19' f the east roadway edge of northbound I-880.

CLE DAMAGE - Total

ehicle sustained total damage as a result of a frontal impact and being crushed by falling concrete. The entire end was pushed rearward to the front axle. The force line was at an oblique angle from the left front to the rear. The engine was pushed rearward just beneath the left seat. The left seat and steering wheel were twisted imately six inches to the left of the running board. The left seat was resting just above the left front wheel. ont tires were torn and deflated. The roof was peeled rearward and had been cut by rescue personnel. The right utboard fuel tank sustained induced damage and was torn in the center. The dash area was crushed. The left int system, a TYPE-1 lap belt, did not indicate usage at the time of impact. The buckle was found wedged under ght side of the seat.

TED BY: P. Franz LOCATION: A&B Towing, 8451 San Leandro Ave., Oakland DATE: 11/10/89 TIME: 1415 Hours

Y DESCRIPTION - Fatal

sustained fatal injuries as a result of crush type blunt injuries to the thorax and pelvis, Coroner's Case .95. SEE PAGE I-158 FOR AUTOPSY SUMMARY.

RTED BY: N/A TRANSPORTED TO: N/A

Y EQUIPMENT - Lap Belt Not Used

RY OF STATEMENT

sustained fatal injuries, no statement.

ENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

CALIFORNIA HIGHWAY PATROL

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 62

VEHICLE #: 62 LICENSE NO. STAT
85 Subaru Wgn Silver CA

REGISTERED OWNER

STATE	CLASS
CA	C

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BRN	BRN	63"	115	03/31/52

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-112

VEHICLE POINT OF REST

V-62 was found on its wheels facing north in the #3 lane. The center of V-62 was 36' south of Bent 103 and 19' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of a frontal impact and then being crushed by falling concrete. The left front fender was pushed rearward into the front tire. The vehicle was then crushed by falling concrete which pushed the roof downward approximately one foot at the leading edge of the roof and six inches at the trailing edge. The A, B, C, and D-pillar posts on both sides were bowed outward as the roof was pushed downward. The roof was pushed downward approximately four inches above the seat tops.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1506 Hours

INJURY DESCRIPTION - Other Visible

D-62, refused to sign the medical release form, so medical records were not obtained. Her injuries were reportedly; multiple contusions and abrasions and she complained of pain to her neck, back, chest and knees. She was treated by her personal physician on 10/18/89.

TRANSPORTED BY: Self TRANSPORTED TO: Personal Physician

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-62, , related that she was N/B in the #1 T/L at 60 mph and was travelling behind a red car when the earthquake struck. She stated that her car began rocking diagonally, from the left front to the right rear, as if it had two flat tires. She stated that the car was very difficult to control and that she began slowing down. She recalls seeing cars travelling near her bouncing and swaying, just like her vehicle. She indicated that she saw the structure above her move to the right, then it fell down on top of her vehicle. She stated that she saw the red car in front of her get crushed by falling concrete. SEE SUMMARIZED STATEMENT, PAGE IIIB-63.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAG

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 63

VEHICLE #: 63
83 GMC P/U Blue

LICENSE NO | STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION:

STATE	CLASS
CA	C

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BRN	67"	180	05/11/50

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-112

CLE POINT OF REST

was found on its wheels facing north in the #3 lane. V-63 was under Bent 101, with the center of V-63 under the edge of Bent 101 and 20' west of the east roadway edge of northbound I-880.

CLE DAMAGE - Total

vehicle sustained total crush damage to the entire occupant area as a result of being crushed by falling concrete. amage began at the leading edge of the bed of the truck and continued forward to the fire wall. The seat was ed downward to the floor board. Both doors were crushed downward and the fire wall was pushed downward and ard. The roof of the vehicle had been cut away by rescue personnel to extricate the occupant. The hood was ed and both front fenders were bent outward from the downward crush. Both side walls of the truck bed were bent rd and the leading edge of the truck bed was bent forward.

CTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1409 Hours

RY DESCRIPTION - Fatal

3 sustained fatal injuries as a result of extensive blunt trauma, Coroner's Case # 89-2257. SEE PAGE I-159 UTOPSY SUMMARY.

ORTED BY: N/A TRANSPORTED TO: N/A

TY EQUIPMENT - Lap/Shoulder Harness Not Used

ARY OF STATEMENT

3 sustained fatal injuries, no statement.

SENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 64	VEHICLE #: 64	LICENSE NO.	STA
---	89 Honda Accord Gold		CA
	REGISTERED OWNER		
STATE: CA / CLASS: 3	VEHICLE DISPOSTION: A&B Towing, Oakland		

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BLK	67"	136	06/19/69

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-113

VEHICLE POINT OF REST

V-64 was found on its wheels facing north in the #2 lane. V-64 was against Bent 101, with the center of V-64 10' south of Bent 101 and 18' east of the west roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of a frontal impact. The force line of this collision was from the front to the rear. The damage included the front bumper, both front fenders, hood and grille. The entire front of the vehicle was pushed rearward approximately two feet, to the front axle. The vehicle was also crushed by falling concrete. The roof was pushed downward to dash level and had been cut off by rescue personnel. The steering wheel was collapsed forward to the dash, exposing the steering column to the occupant. Both front outboard restraint systems were inspected and neither displayed the usual physical characteristics associated with use for this type of impact.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1415 Hours

INJURY DESCRIPTION - Fatal

D-64, sustained fatal injuries as a result of a crushing blunt injury to the chest with nearly complete avulsion of the heart from the great vessels and pericardium, Coroner's Case # 89-2172. SEE PAGE I-159 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-64, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
64A		I-136
64B		I-136
64C		I-137
64D		I-137

PASSENGERS

NUMBER	NAME	PA

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 65

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BLK	67"	130	06/09/58

VEHICLE #: 65
87 Toyota P/U Maroon

LICENSE NO. STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-114

HCLE POINT OF REST

was found on its wheels facing north in the #1 lane under Bent 100. The center of V-65 was 4' north of Bent 100 ' east of the west roadway edge of northbound I-880.

HCLE DAMAGE - Total

vehicle sustained total damage as a result of being crushed by a falling bent cap. The rear of the cab, and the rd portion of the bed, were crushed downward to below frame height. The roof of the cab was crushed downward to seat top level. The hood was crumpled and covered with scrapes, scratches and concrete dust. There was contact to the front of the vehicle, with the force line appearing to be downward and slightly to the rear.

PITED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1420 Hours

JRY DESCRIPTION - Fatal

sustained fatal injuries as the result of multiple blunt injuries and decapitation, Coroner's Case # 212. SEE PAGE I-159 FOR AUTOPSY SUMMARY.

NSORTED BY: N/A TRANSPORTED TO: N/A

FY EQUIPMENT - Lap/Shoulder Harness Used

MRY OF STATEMENT

sustained fatal injuries, no statement.

SENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 66

VEHICLE #: 66
85 Chevrolet Sprint Silver

LICENSE NO. STAT
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BLU	71"	220	11/10/31

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-115

VEHICLE POINT OF REST

V-66 was found on its wheels facing north in the #4 lane. The front of V-66 was against the upper cap at Bent 100 with the center of V-66, 5' south of Bent 100 and 8' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of a frontal impact, then being crushed downward by the structure falling on the vehicle. The entire front end was pushed rearward one foot past the firewall. The roof was collapsed to the dash area at the front window. The left door was pushed inward past the left front seat. The right door was bowed outward. The rear hatchback door was pushed downward into the rear compartment area, just below seat top level. The right rear quarter panel was bowed out and crushed. The differential was completely gone, exposing the right and left side front axle. The engine had completely separated from the drive train. The left front restraint system was a 3-point TYPE-2 continous loop. The latch plate was found connected to the buckle and the shoulder strap had been cut by rescue personnel, all indications of seat belt usage.

INSPECTED BY: . Franz LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 12/09/89 TIME: 1050 Hours

INJURY DESCRIPTION - Fatal

D-66 sustained fatal injuries as a result of blunt trauma to the head and torso with multiple medical complications including mechanical respiratory failure, renal failure, and recurrent sepsis due to intraabdominal abscess, Coroner's Case # 89-2376. SEE PAGE I-160 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: Ambulance TRANSPORTED TO: Highland Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-66, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PA(

ER #: 67

VEHICLE #: 67
77 Chrysler Cordoba Maroon
STATE CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	75"	190	01/30/38

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-116

HCLE POINT OF REST

was found on its wheels facing north in the #4 lane. V-67 was against Bent 99, with the center of V-67, 8' south nt 99 and 6' west of the east roadway edge of northbound I-880.

HCLE DAMAGE - Total

vehicle sustained total damage to the front. The force lines were front to rear, and the damage included; the n bumper, both right and left fenders, the hood and the grille. The entire front end was pushed rearward rximately one foot. The vehicle was then crushed by falling concrete, crushing the top downward to the dash level. eat backs were collapsed rearward, and the top had been removed by rescue personnel. The rear of the vehicle was red by fire.

PTED BY: R. Linson LOCATION: A&B Towing, 27th & Market, St., Oakland DATE: 11/07/89 TIME: 1147 Hours

JRY DESCRIPTION - Fatal

7 , sustained fatal injuries as the result of multiple blunt injuries, Coroner's Case # 89-2168. SEE PAGE 6 FOR AUTOPSY SUMMARY.

NORTED BY: N/A TRANSPORTED TO: N/A

FITY EQUIPMENT - Lap/Shoulder Harness Not Used

MARY OF STATEMENT

, sustained fatal injuries, no statement.

ASSENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 68

VEHICLE #: 68
87 INTL Truck White

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	1

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BLU	70"	150	07/18/47

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-116

VEHICLE POINT OF REST

V-68 was found on its wheels facing north in the #3 lane. V-68 was against Bent 99, with the center of V-68 14' south of Bent 99 and 18' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of a frontal impact and being crushed beyond recognition by falling concrete. The roof, A-pillar posts, doors, and front fenders were completely torn rearward to the back of the cab and crushed, exposing the passenger compartment. The entire front end was pushed rearward, beyond the front axle, and then crushed downward to bumper level. The steering column and steering wheel were found laying on the center of the floorboard. The dash was ripped away rearward from the front and was laying on the floor board. The front seats were smashed into the rear of the cab. The cargo area of the truck was buckled at the rear axle. The paneling to the cargo area was missing and was not located at the inspection site.

INSPECTED BY: P. Franz LOCATION: Berry Bros., 3960 Adeline St., Oakland DATE: 11/13/89 TIME: 1455 Hours

INJURY DESCRIPTION - Fatal

D-68, sustained fatal injuries as a result of extensive crush type injury to the torso and head with avulsion of organs, Coroner's Case # 89-2194. SEE PAGE I-161 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Unknown

SUMMARY OF STATEMENT

D-68, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE

-80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 69

VEHICLE #: 69
88 Acura Legend Gray

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

X	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
	BRN	GRN	66"	130	07/21/41

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-117

HCLE POINT OF REST

9 was found on its wheels facing north in the #4 lane. The center of V-69 was 39' north of Bent 98 and 4' west of ıst roadway edge of northbound I-880.

HCLE DAMAGE - Total

s vehicle sustained total damage as a result of being crushed by falling concrete. The main part of the crush was ntrated to the occupant area. This portion of the vehicle was crushed to the frame rail. After being crushed, the ile was totally destroyed by fire.

:TED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1525 Hours

JRY DESCRIPTION - Fatal

9 sustained fatal injuries as a result of extensively charred and fragmented body, Coroner's Case # 89-2206. GE I-161 FOR AUTOPSY SUMMARY.

ORTED BY: N/A TRANSPORTED TO: N/A

FITY EQUIPMENT - Unknown

MARY OF STATEMENT

9 sustained fatal injuries, no statement.

SENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 70

VEHICLE #: 70
89 Honda Accord White

STAT
CA

REGISTERED OWNER

STATE	CLASS
CA	C

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BRN	66"	145	12/05/56

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-118

VEHICLE POINT OF REST

V-70 was found on its wheels facing north in the #3 lane. The center of V-70 was 16' north of Bent 98 and 18' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage to it's front. The front of the vehicle sustained an impact with a downward force which drove the hood downward approximately one foot. This damage stopped approximately one foot forward of the firewall. The roof was collapsed downward to approximately one foot above the seat.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1620 Hours

INJURY DESCRIPTION - Severe

D-70, arrived in an unconscious state. His medical records indicate that he suffered multiple trauma which include a closed fracture of the left femur; a head injury, in the form an epidural hematoma, and a laceration to the right knee.

TRANSPORTED BY: Ambulance TRANSPORTED TO: Merritt Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-70, related that he has no recall of the collapse of the Cypress Structure. SEE TRANSCRIBED STATEMENT, PAGE IIIB-65.

PASSENGERS NUMBER	NAME	PAGE#	PASSENGERS NUMBER	NAME	PAGE
	None				

30 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 71

VEHICLE #: 71
82 Datsun 310 Red

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	75"	182	06/26/34

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-119

CLE POINT OF REST

as found on its wheels facing north in the #2 lane. The center of V-71 was 21' south of Bent 98 and 31' west of st roadway edge of northbound I-880.

CLE DAMAGE - Total

ehicle sustained total damage as a result of being crushed by falling concrete. The roof was crushed downward to at tops. The crush was uniformly distributed across the length of the vehicle. Both sides of the vehicle were d outward as a result of the downward crush. The seat backs were bent rearward and pushed downward.

ETED BY: R. Linson LOCATION: A&B Towing, 27th & Market ST., Oakland DATE: 11/07/89 TIME: 1358 Hours

RY DESCRIPTION - Complaint of Pain

, refused to sign the medical release form, so medical records were not obtained. He reportedly lined of pain to the left shoulder and left shin.

SORTED BY: Ambulance TRANSPORTED TO: Eden Hospital, Castro Valley

EY EQUIPMENT - Lap/Shoulder Harness Not Used

MRY OF STATEMENT

, related that he was N/B in the #2 T/L when the earthquake struck. His first realization of the hake occurred when he saw the silver-blue vehicle ahead of him begin swaying from side to side. Then he saw the m: begin bending, "like they were rubber". He indicated that the structure was swaying from side to side, when all idden a huge slab about 40 yards ahead of him fell, with the north end falling first, then the south end fell, hig the silver-blue car ahead of him. He stated that when the span fell he could see the sky ahead of him. Then sin 10 yards ahead of him fell the same way. He heard a cracking noise and then found himself laying inside of his le stated that he had braked, and was almost stopped when his car was crushed. SEE TRANSCRIBED STATEMENT, PAGE - .

SENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 72

VEHICLE #: 72
81 Ford LTD Maroon

STAT
CA

REGISTERED OWNER

STATE	CLASS
CA	C

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BRN	BRN	69"	195	07/12/17

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-120

VEHICLE POINT OF REST

V-72 was found on its wheels facing north in the #3 lane. The center of V-72 was 49' north of Bent 97 and 18' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of being crushed by falling concrete. The entire vehicle was crushed to approximately one to two feet in height.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1335 Hours

INJURY DESCRIPTION - Fatal

D-72, sustained fatal injuries as a result of crushing injuries to the head and brain, with associated fractures of the sternum, ribs, and pelvis, Coroner's Case # 89-2173. SEE PAGE I-161 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-72, , sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PA

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 73

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
GRY	BRN	68"	180	11/03/38

VEHICLE #: 73
74 VW Bug Yellow

STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-121

CLE POINT OF REST

vas found on its wheels facing north in the #3 lane. The center of V-73 was 27' north of Bent 97 and 17' west of ıst roadway edge of northbound I-880.

CLE DAMAGE - Total

ehicle sustained total damage as a result of being crushed by falling concrete. The top was pushed downward to ttom portion of the seat, crushing the occupant area. This crushing caused both sides of the vehicle to bow ds. The rear portion of the vehicle sustained induced damage as a result of being pulled forward as the roof was d downward.

TED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1620 Hours

Y DESCRIPTION - Fatal

sustained fatal injuries as a result of extensive blunt trauma, Coroner's Case # 89-2170. SEE PAGE I-162 ATOPSY SUMMARY.

SORTED BY: N/A TRANSPORTED TO: N/A

EY EQUIPMENT - Lap/Shoulder Harness Not Used

MRY OF STATEMENT

sustained fatal injuries, no statement.

SENGERS

ER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

CALIFORNIA HIGHWAY PATROL

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 74

VEHICLE #: 74 LICENSE NO. STA
80 FRTL Tractor C
82 Frue Trl C

REGISTERED OWNER

STATE	CLASS
CA	A

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BRN	70"	214	02/20/42

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-121

VEHICLE POINT OF REST

V-74, Tractor, was found on its wheels facing north in the #4 lane, adjacent to Bent 97, and approximately 4' west of the east roadway edge, against the guardrail. The trailer was straddling the #3 and #4 lane 21' south of Bent 97 and 9' west of the east roadway edge.

VEHICLE DAMAGE - Moderate

This vehicle sustained moderate damage to the front and roof. The vehicle was in the process of being repaired at the time of this inspection. The front bumper was pushed rearward approximatley 10 inches. There was induced damage to the front suspension system. There was direct contact damage to the grille and front face of the cab. The windshield had been removed for repairs. The roof had minor dents. The trailer sustained damage to the roof and both sides and had to be repainted.

INSPECTED BY: C. Kroeger LOCATION: Golden Gate Freightliner, 8200 Baldwin, Oakland DATE: 11/14/89 TIME: 1600 Hours

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap Belt Used

SUMMARY OF STATEMENT

D-74, related that he was N/B in the #3 T/L at 55 mph when the earthquake struck. He stated that his truck started moving from side to side and then went out of control. He thought he had a flat tire. He stated that he applied his brakes and was trying to control his truck. He stated there was a yellow VW ahead of him. He indicated that he saw the second section of the structure ahead of him begin to fall. He stated that the structure fell, one section at a time, from north to south toward him. He indicated that he could see in his rearview mirror that the structure was falling at him from the rear as well. He stated that he hit the right hand guardrail and came to rest. He stated that the part of the structure he was on did not collapse. SEE TRANSCRIBED STATEMENT, PAGE IIIB-85.

PASSENGERS NUMBER	NAME	PAGE#	PASSENGERS NUMBER	NAME	P
	None				

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 75

VEHICLE #: 75
70 Chevrolet Malibu Wht/Blue

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	C

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLN	BLU	69"	155	06/08/37

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-123

CLE POINT OF REST

as found on its wheels facing north in the #4 lane. The center of V-75 was 25' south of Bent 96 and 8' west of st roadway edge of northobund I-880.

CLE DAMAGE - Moderate

ehicle sustained moderate damage to the hood and roof as a result of concrete falling on the surface of the e. This damage was in the form of dents and scratches in the paint and metal. The hood was pushed downward, created a bend in the metal. The windshield was also damaged.

ED BY: C. Kroeger LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 0955 Hours

Y DESCRIPTION - Uninjured

RTED BY: N/A TRANSPORTED TO: N/A

Y EQUIPMENT - Lap/Shoulder Harness Used

RY OF STATEMENT

related that he was N/B in the #4 T/L at 45 mph and was behind a Standard Oil truck (V-74) when the ake struck. He stated that his car started moving side to side, "like you had a blowout and a rear tire had gone He indicated that the car began to shake more violently, and he saw that the Standard Oil truck was also "in ". He indicated that he "stood on" his brakes and the last thing he saw was the truck, then "this rain of broken e" started to engulf his car. He stated that as the car was coming to a stop, he heard a "kaboom", and indicted mething had collapsed right next to him. SEE TRANSCRIBED STATEMENT, PAGE IIIB-95

NGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 76

VEHICLE #: 76
89 Chevrolet Van Tan

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BLU	76"	180	07/12/54

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-124

VEHICLE POINT OF REST

V-76 was found on its wheels facing north in the #3 lane. The center of V-76 was 23' south of Bent 94 and 18' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage to the entire vehicle as a result of being crushed by falling concrete. There were minor scratches in the paint and metal on the hood and roof that ran longitudinally, indicating movement of the vehicle prior to being crushed. The roof was crushed downward into the occupant area, and the area of the roof that covers the front seat had been cut away by rescue personnel. This vehicle was crushed downward to approximately two feet in height.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1355 Hours

INJURY DESCRIPTION - Fatal

D-76, sustained fatal injuries as the result of blunt trauma to the head, torso, and extremities, Coroner's Case # 89-2166. SEE PAGE I-162 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-76, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAG

380 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

VER #: 77

VEHICLE #: 77
88 VW Fox Gray

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BLK	63"	125	09/23/60

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-124

ICLE POINT OF REST

was found on its wheels facing north in the #4 lane. The front of V-77 was under Bent 93, with the center of V-77 uth of Bent 93 and 9' west of the east roadway edge of northbound I-880.

ICLE DAMAGE - Total

vehicle sustained total damage as a result of being crushed by a falling bent cap. The roof, both left and right of the body, from just forward of the dash rearward to the B-pillar posts, were crushed downward to approx. one above ground level. The front end and rear end, outside of the crushed region, suffered severe induced damage.

CTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1530 Hours

RY DESCRIPTION - Fatal

sustained fatal injuries as a result of crushing blunt injury to the torso, with avulsion of organs and sive blunt trauma to the head, Coroner's Case # B9-21B1. SEE PAGE I-162 FOR AUTOPSY SUMMARY.

PORTED BY: N/A TRANSPORTED TO: N/A

FTY EQUIPMENT - Lap/Shoulder Harness Not Used

MARY OF STATEMENT

sustained fatal injuries, no statement.

ASENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 78

VEHICLE #: 78
88 Chevrolet P/U White

STA
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BRN	68"	185	03/29/59

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-125

VEHICLE POINT OF REST

V-78 was found on its wheels facing north in the #4 lane. The center of V-78 was 11' south of Bent 92 and 5' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage to the cab and bed as a result of being crushed by falling concrete. There were minor scratches in the paint and metal that indicate movement of the vehicle prior to it being crushed. The cab was pushed downward on the right side to the seat top, and was subsequently pulled apart during the recovery of the vehicle from the Cypress Structure.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1340 Hours

INJURY DESCRIPTION - Other Visible

D-78 sustained a laceration to the left thumb and complained of pain to the neck and head. He was given post treatment instruction and released.

TRANSPORTED BY: Ambulance TRANSPORTED TO: Humana Hospital, San Leandro

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-78, related that he was N/B in the #4 T/L at 55 to 60 mph when the earthquake struck. He stated that his vehicle began shaking like, "my axle was coming off or I had a flat tire". Then his radio went off. He stated that all of a sudden he could see "the bridge coming down right in front" of him. He stated he came to a stop "right there", and indicated that he didn't have time to "react or anything." SEE TRANSCRIBED STATEMENT, PAGE IIIB-105.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PA

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 79

VEHICLE #: 79
83 Ford Van White

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BRN	71"	150	12/17/65

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-125

CLE POINT OF REST

was found on its wheels facing north in the #2 lane. The center of V-79 was 42' north of Bent 91 and 17' west of ast roadway edge of I-880.

CLE DAMAGE - Total

vehicle sustained total damage as a result of being crushed by falling concrete. There was also a minor area of ct damage to the left front of the vehicle. This impact crushed the left front fender and pushed it rearward. The was crushed by falling concrete. The roof was crushed downward into the occupant area, below the dash level. The and the steering column, were collapsed. The right front seat back was collapsed rearward, and the left front had been removed. The sides of the vehicle were bowed outward, as a result of the downward crush.

CTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1531 Hours

RY DESCRIPTION - Fatal

sustained fatal injuries as a result of multiple blunt injuries and traumatic asphxia, Coroner's Case # 59. SEE PAGE I-163 FOR AUTOPSY SUMMARY.

ORTED BY: N/A TRANSPORTED TO: N/A

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

sustained fatal injuries, no statement.

ENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 80

VEHICLE #: 80
84 Pontiac 2000 White

STA
CA

REGISTERED OWNER

STATE	CLASS
CA	C

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BRN	67"	155	01/28/59

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-126

VEHICLE POINT OF REST

V-80 was found on its wheels facing north in the #1 lane. The center of V-80 was 18' south of Bent 91 and 5' east of the west roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of being crushed by falling concrete. The roof of this vehicle was pushed downward to the dash level. The rear portion of the vehicle was pushed downward over the rear tires and the entire vehicle was crushed to approximately two feet in height. There were minor scratches in the paint and metal on the hood and top that indicated forward motion just prior to being crushed.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1348 Hours

INJURY DESCRIPTION - Complaint of Pain

D-80, sustained a laceration on top of his head and he complained of pain to the back. No abnormalities were found. He was discharged from the hospital on the same evening.

TRANSPORTED BY: Ambulance TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-80, related that he was N/B in the #1 T/L at 50 to 60 mph. He stated that he felt a side to side, up and down motion, and indicated that he only felt it for a few seconds then something hit him. He stated that he didn't see anything falling. He indicated that he had no warning at all that something like this was going to happen. SEE TRANSCRIBED STATEMENT, PAGE III8-109

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	P

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 81

VEHICLE #: 81
89 Toyota Camry Maroon

STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	HZL	71"	135	01/03/30

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-126

CLE POINT OF REST

as found on its wheels facing north in the #3 lane. The rear was under Bent 90 and the center of V-81 was at the edge of Bent 90 and 19' west of the east roadway edge of northbound I-880.

CLE DAMAGE - Total

ehicle sustained total damage as a result of being crushed by a falling bent cap. There was evidence of forward of the vehicle in that the roof, at the A-pillar, had contacted the concrete structure and was pushed rearward to unk area. The damage began at dash level, sheering off the steering wheel, and then crushing the roof rearward to unk. The rear seat backs were bent rearward and pushed into the trunk area. The vehicle was then crushed rd by the falling concrete, with most of the damage being concentrated to the occupant area.

ETED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1514 Hours

LY DESCRIPTION - Fatal

sustained fatal injuries as a result of decapitation with associated traction avulsion of the ascending Coroner's Case # 89-2164. SEE PAGE I-163 FOR AUTOPSY SUMMARY.

SORTED BY: N/A TRANSPORTED TO: N/A

EY EQUIPMENT - Lap/Shoulder Harness Not Used

RY OF STATEMENT

sustained fatal injuries, no statement.

SENGERS

#	NAME	PAGE#
None		

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 82

VEHICLE #: 82
88 Ford TBird Burgundy

STAT
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakalnd

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BRN	65"	150	07/05/47

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-127

VEHICLE POINT OF REST

V-82 was found on its wheels facing north in the #2 lane against Bent 89. The center of V-82 was 9' south of Bent 89 and 18' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of a frontal impact and being crushed by falling concrete. The front was pushed rearward to the engine compartment. The right leading edge of the roof was peeled rearward to the center. The tires were inflated. The lap/shoulder safety restraint system displayed the physical characteristics normally associated with seatbelt use at the time of the impact. The interior of the vehicle contained a large amount of concrete debris in the front and rear passenger compartment area.

INSPECTED BY: C. Kroeger LOCATION: A&B Towing, 8451 San Leandro Ave., Oakland DATE: 11/08/89 TIME: 1400 Hours

INJURY DESCRIPTION - Severe

D-82, sustained contusions and abrasions on his chest and a blunt laryngeal trauma. He also reportedly lost four front-upper teeth. He was discharged from the hospital on 10/19/89.

TRANSPORTED BY: Taxi TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-82 related that he was N/B in the #1 T/L at 55 mph when the earthquake struck. He stated that his first indication of the earthquake came when his car started shaking and he thought he had a flat tire. He stated that "a split second" later he saw the "whole thing" collapse in front of him. He stated the freeway fell on him and he blacked out. SEE TRANSCRIBED STATEMENT, PAGE IIIB-117.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAG

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 83

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BLK	68"	140	11/11/56

VEHICLE #: 83
89 Toyota Camry Blue

STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-128

CLE POINT OF REST

was found on its wheels facing north in the #3 lane. The center of V-83 was 9' south of Bent 89 and 19' west of st roadway edge of northbound I-880.

CLE DAMAGE - Total

vehicle sustained total damage as a result of concrete falling on the vehicle. The roof was crushed downward to at tops. There were minor scratches to the paint and metal on the hood that ran longitudinally from front to indicating that the vehicle was moving just prior to being crushed by falling concrete.

TED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1345 Hours

RY DESCRIPTION - Other Visible

sustained a laceration to the scalp and complained of pain to the middle of the chest. No abnormalities iscovered. He was discharged from the hospital the same evening.

ORTED BY: Taxi TRANSPORTED TO: Providence Hospital, Oakland

Y EQUIPMENT - Passive Restraint Used

RY OF STATEMENT

related via a translator that he was N/B in the #3 T/L at 60 mph along side a red car when the earthquake He stated that his car started weaving and he thought he had a flat tire. He stated he applied his brakes and o slow down. He indicated the red car next to him was also slowing down. He stated he heard a cracking sound n the entire section collapsed on top of them. He indicated that the section appeared to come straight down. He ed the weaving motion of his vehicle as; "it felt like in a rough sea" and indicated the vehicle was rocking from side. SEE TRANSCRIBED STATEMENT, PAGE III-125.

ENGERS

NAME	PAGE#
	I-138

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 84

VEHICLE #: 84
79 VW Rabbit Red

STA
M

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BRN	GRN	62"	105	05/14/59

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-128

VEHICLE POINT OF REST

V-84 was found on its wheels facing north in the #3 lane. The rear of V-84 was under Bent 87, and the center of V-84 was 5' north of Bent 87 and 21' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage to the entire vehicle as a result of being crushed by a falling bent cap. The rear portion of the vehicle was separated at the joint in the floor pan, just rearward of the front seats, and was never located at the tow yard. The left side A-pillar was broken away at the base, and the right side A-pillar was bent rearward, level with the dash. The entire roof was torn away and missing.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1559 Hours

INJURY DESCRIPTION - Severe

D-84, , sustained a head trauma with cerebral edema and concussion, and a compression fracture of the T5 thoracic vertebrae. She also sustained lacerations to the scalp (anterior and posterior) and lower lip.

TRANSPORTED BY: Taxi TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-84, , related that she was N/B in the #2 or #3 T/L at 50 mph when the earthquake struck. She stated that her first indication of the earthquake came when she thought she had four flat tires. She indicated that she tried to maintain control of her car, and may have tried to slow down. She described the motion on the structure, as like being "on ocean waves", and indicated that the road surface was rolling like "ocean waves". She indicated that she has no independent recollection of what she hit, how the structure collapsed, how she got out of her vehicle or off of the structure. SEE TRANSCRIBED STATEMENT, PAGE IIIB-133.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	P

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 85

VEHICLE #: 85
88 Dodge P/U White

STATE
US

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BLU	71"	170	03/24/65

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-129

CLE POINT OF REST

was found on its wheels facing north in the #1 lane. The center of V-85 was 27' south of Bent 87 and 5' east of est roadway edge of northbound I-880.

CLE DAMAGE - Total

vehicle sustained total damage as a result of being crushed by falling concrete. The engine, hood, and both front rs were crushed downward approximately six inches. The roof of the vehicle was crushed downward to the top of the backs. Both sides of the bed were crushed downward to frame height. The steering wheel was broken off and ng. The occupant area and bed of the truck were crushed downward and littered with concrete debris. There was nce that the lap belt was in use at the time of the crush.

CTED BY: C. Kroeger LOCATION: DATE: 11/14/89 TIME: 1500 Hours

RY DESCRIPTION - Severe

refused to sign a medical release, so medical records were not obtained. His injuries were reportedly; ctured clavicle and scapula, fractured left ankle, fractured ribs and fractured vertebrae, nerve damage to the leg, collapsed left lung and a bruised kidney.

PORTED BY: Ambulance TRANSPORTED TO: Highland Hospital, Oakland

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

related that he was N/B in the #1 traffic lane at 55 mph when the earthquake struck. He stated he first "left to right swinging motion" and thought he was getting a flat tire. He stated he applied his brakes to slow nd was looking around for a place to pullover when the structure collapsed on top of him. He stated he didn't see ructure moving and stated the following; "It just fell. That was it. It just came right down. There was no tion." SEE TRANSCRIBED STATEMENT, PAGE IIIB-139.

SENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 86

VEHICLE #: 86
89 Ford Probe Maroon

STAT
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BLK	BRN	66"	185	08/08/58

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-130

VEHICLE POINT OF REST

V-86 was found on its wheels facing north in the #4 lane. The center of V-86 was directly under Bent 86 and 5' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of being crushed by a falling bent cap. Damage indicates there was forward motion at the time of impact. The roof and A-pillar posts were completely ripped rearward to the rear window area then crushed downward. The trailing edge of the right front fender was crushed downward to the floor board. The left rear quarter panel bowed outward. The trunk frame and hood were torn from the left B-pillar post, rotated ninety degrees, and bent downward to the right side. The entire rear trunk compartment was burned by fire. The steering wheel and steering column were bent downward to the floor. The dash and windshield frame were completely torn from the vehicle. Both front seats were completely crushed.

INSPECTED BY: P. Franz LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1155 Hours

INJURY DESCRIPTION - Fatal

D-86 sustained fatal injuries as a result of multiple blunt injuries, Coroner's Case # 89-2256. SEE PAGE I-163 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Unknown

SUMMARY OF STATEMENT

D-86 sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PA

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 87

VEHICLE #: 87
87 Ford Escort White

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	GRN	72"	170	05/09/62

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-130

CLE POINT OF REST

as found on its wheels facing north in the #3 lane. V-87 was against 8ent 86, with the center of V-87 7' south of 36 and 22' west of the east roadway edge of northbound I-880.

CLE DAMAGE - Total

vehicle sustained total damage as a result of a frontal impact, being crushed by falling concrete, and then being fed by flames. The front bumper, both right and left front fenders, and the hood were pushed rearward imately one foot. This impact had a force line that was rearward slightly and downward. The hood was rolled rd, as opposed to being buckled. The vehicle was then crushed by falling concrete. The majority of the crushing was concentrated at the center of the roof, which pushed the roof downward to the top of the seat back. 8oth and left side doors were bowed outwards. The vehicle interior was completely destroyed by fire.

TED 8Y: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1114 Hours

RY DESCRIPTION - Other Visible

refused to sign the medical release form, so medical records were not obtained. Reportedly, he ined of pain to the chest and sustained numerous lacerations.

ORTED 8Y: Ambulance TRANSPORTED TO: Providence Hospital, Oakland

TY EQUIPMENT - Passive Restraint Used

ARY OF STATEMENT

, on the advise of his attorney, refused to be interviewed.

ENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 88

VEHICLE #: 88
86 BMW 325 Blue

STA
CA

REGISTERED OWNER

STATE	CLASS
CA	C

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BLN	HZL	62"	120	06/12/62

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-131

VEHICLE POINT OF REST

V-88 was found on its wheels facing north in the #2 lane. V-88 was against Bent 86, with the center of V-88 6' south of Bent 86 and 22' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of a frontal impact and being crushed by falling concrete. The force line was from the front to the rear. The entire front end was pushed rearward to the front axle. The roof was collapsed to the seat tops. All four doors bowed outward. The top portion and portions of the occupant area were burned by fire, including a child restraint seat in the middle rear. Due to the fire damage, the seat belts could not be inspected.

INSPECTED BY: P. Franz LOCATION: A&8 Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1030 Hours

INJURY DESCRIPTION - Severe

D-88 suffered a fetal demise (20 week old fetus), an impacted fracture of the right distal radius, a nondisplaced fracture of the right ulnar styloid, and minor anterior wedge deformity of the T12 thoracic vertebrae. She was transferred to St. Mary's Hospital for further treatment and evacuation of the uterus on 10/21/89.

TRANSPORTED 8Y: Private Vehicle TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-88 related that she was N/B in the #2 T/L at 50 mph when the earthquake struck. She stated her first indication of the earthquake was a "wavy feeling coming over the car" and she thought her tire was going flat. She indicated that she started to slow down and then down shifted. She stated that after she started to slow down she saw; "the two side pillars just kind of cave in and the next thing I knew my car was hitting it". She stated she recalls the pillars falling in toward "the lane". SEE TRANSCRI8ED STATEMENT, PAGE III8-143.

PASSENGERS			PASSENGERS		
NUM8ER	NAME	PAGE#	NUM8ER	NAME	PA
	None				

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 89

VEHICLE #: 89
89 Chevrolet IROC White

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	69"	145	09/25/60

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-132

CLE POINT OF REST

was found on its wheels facing north in the #1 lane. The center of V-89 was 34' south of Bent 85 and 5' east of est roadway edge of northbound I-880.

CLE DAMAGE - Total

vehicle sustained total damage as a result of being crushed by falling concrete. There were minor scratches in the and metal on the hood that indicated that there was forward movement of the vehicle prior to the crush. The e roof was crushed downward to the dash level and the vehicle was one to two feet in height. The right rear wheel ollapsed and the right rear tire has a striation type tear indicating tire rotation at the time of downward crush. eft rear wheel was also collapsed.

CTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1110 Hours

RY DESCRIPTION - Fatal

sustained fatal injuries as a result of traumatic asphyxia associated with multiple blunt injuries, er's Case # 89-2182. SEE PAGE I-164 FOR AUTOPSY SUMMARY.

PORTED BY: N/A TRANSPORTED TO: N/A

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

sustained fatal injuries, no statement.

SENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 90

VEHICLE #: 90
78 Oldsmobile Cutlass Copper

ST
C

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BLU	70"	165	08/10/57

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-132

VEHICLE POINT OF REST

V-90 was found on its wheels facing north in the #3 lane. The center of V-90 was 39' south of Bent 85 and 20' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of being crushed by falling concrete. There was evidence of forward movement of the vehicle in the form of light scratches in the paint and metal on the hood and top. The roof was crushed downward to the top of the seat backs. Both sides of the vehicle were bowed outward as a result of the crush. The crush was concentrated on the left side of the vehicle and angled upward to the right side.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1533 Hours

INJURY DESCRIPTION - Complaint of Pain

D-90, refused to sign the medical release form, so medical records were not obtained. Reportedly, he complained of pain to his entire body. He was treated at Sierra Doctor's Hospital in Auburn, and then released.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-90, related that he was N/B in the #4 T/L at 65 mph when the earthquake struck. He stated his first indication of the earthquake came when his vehicle "wandered" to the left hand side of the freeway. He indicated that he drifted three lanes to the left and thought he was having a flat tire. He described the motion of the structure as being, "like a roll". He indicated the following: "It rolled from one side, from the right side to the left side, and then it rolled up in front of me. As I started up the roll, putting on the brake like I said, it was points out of control. It dropped down immediately and I watched the top structure come down on top of me". SEE TRANSCRIBED STATEMENT, PAGE IIIB-149.

PASSENGERS			PASSENGERS		
NUMBER	NAME	PAGE#	NUMBER	NAME	P
	None				

30 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

R #: 91

VEHICLE #: 91
88 BMW M3 Black

STATE
NY

REGISTERED OWNER

STATE	CLASS
NY	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	68"	172	08/31/62

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-133

LE POINT OF REST

as found on its wheels facing north in the #1 lane. The front of V-91 was under Bent 84, with the center of V-91 th of Bent 84 and 4' west of the east roadway edge of northbound I-880.

LE DAMAGE - Total

ehicle sustained total damage to the front as a result of a frontal impact. The force line was from front to rear e damage included the entire front structure of the vehicle. The entire front end was pushed rearward imately two feet. The vehicle was also crushed downward and slightly to the right. The roof was crushed to the the seat backs. Both doors were buckled outwards as a result of the downward crush.

ED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1103 Hours

Y DESCRIPTION - Fatal

, sustained fatal injuries as a result of traumatic asphyxia, Coroner's Case # 89-2180. SEE PAGE I-164 OPSY SUMMARY.

RTED BY: N/A TRANSPORTED TO: N/A

Y EQUIPMENT - Lap/Shoulder Harness Not Used

RY OF STATEMENT

, sustained fatal injuries, no statement.

NGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 92

VEHICLE #: 92
87 Oldsmobile Cutlass Burgundy

STA
CA

REGISTERED OWNER

STATE	CLASS

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BRN	77"	265	10/19/62

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-134

VEHICLE POINT OF REST

V-92 was found on its wheels facing north in the #1 lane. The center of V-92 was 22' north of Bent 83 and 5' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage when it was completely crushed by falling concrete. The roof was collapsed downward to the bottom of the seats. Both doors bowed outward and were crushed downward slightly above floorboard level. The rear bumper was pushed downward to ground level.

INSPECTED BY: P. Franz LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1155 Hours

INJURY DESCRIPTION - Fatal

D-92 , sustained fatal injuries as a result of multiple blunt injuries and traumatic asphyxia, Coroner's Case # 89-2175. SEE PAGE I-164 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-92, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 93

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BLU	71"	147	05/30/48

VEHICLE #: 93
85 Honda Civic Tan

STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-134

CLE POINT OF REST

was found on its wheels facing north in the #1 lane. V-93 was against Bent 83, with the center of V-93 7' south of 33 and 7' east of the west roadway edge of northbound I-880.

CLE DAMAGE - Total

vehicle sustained total damage as a result of a frontal impact, and then being crushed by falling concrete. The line at the front was from the front to the rear. The right front of the vehicle was pushed rearward. The damage led the front bumper, grille, both right and left front fenders, and the hood. The roof of the vehicle was crushed rd to the top of the seat backs. The left front restraint system displayed the physical characteristics of usage time of the frontal impact.

TED BY: C. Kroeger LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 12/31/89 TIME: Hours

RY DESCRIPTION - Complaint of Pain

, refused to sign the medical release form, so medical records were not obtained. Reportedly, he ined of pain to the neck and head.

ORTED BY: Private Vehicle TRANSPORTED TO: Piedmont Area

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

, declined to be interviewed, no statement.

ENGERS

NAME	PAGE#
	I-138

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 94

VEHICLE #: 94
74 Chevrolet MonteCarlo Purple

STA
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BRN	72"	160	03/31/69

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-135

VEHICLE POINT OF REST

V-94 was found on its wheels facing north in the #3 lane. The front of V-94 was against Bent 81, with the center of V-94 9' south of Bent 81 and 21' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of frontal impact. The entire front end was pushed rearward to the front axle. The hood was buckled upward. The trailing edge of the hood had contacted the windshield at the center and the windshield was broken. There was downward induced damage to the roof. The left door bowed outward. A restraint system was not located in the left front seat. The steering wheel was crushed forward and there were hair follicles found in the left front windshield.

INSPECTED BY: P. Franz LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1510 Hours

INJURY DESCRIPTION - Severe

D-94, sustained a multiple blunt trauma to the chest that included hemopericardium and pericardial tamponade, facial lacerations and facial fractures.

TRANSPORTED BY: Ambulance TRANSPORTED TO: Merritt Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-94, related via a translator that he was N/B in the #2 T/L at 55 mph when the earthquake struck. He stated that his first indication of the earthquake came when his car started moving from side to side and he couldn't control it. He stated the freeway was moving left to right, and indicated that he saw the support columns break in half and come down. He indicated that it all happened very fast. SEE TRANSCRIBED STATEMENT, PAGE IIIB-157.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PA

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

R #: 95

VEHICLE #: 95
87 Chevrolet Celebrity Blue

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLD	BLU	68"	160	08/25/56

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-136

LE POINT OF REST

as found on its wheels facing north in the #1 lane. The center of V-95 was 17' north of Bent 80 and 5' east of st roadway edge of northbound I-880.

LE DAMAGE - Total

ehicle sustained total damage to the roof and sides as a result of concrete falling on the vehicle. The top was downward into the occupant area. The damage was concentrated on the right side of the vehicle, just right of mid and ran longitudinally with respect to the vehicle.

ED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1432 Hours

Y DESCRIPTION - Severe

sustained a head trauma with concussion. He was held for observation and discharged from the hospital on 9.

RTED BY: Ambulance TRANSPORTED TO: Providence Hospital, Oakland

Y EQUIPMENT - Shoulder Harness Used

RY OF STATEMENT

, related that he was N/B in the #1 T/L at 60 mph and was following D-9 is, when the earthquake He stated that his first indication that something was wrong came when he saw rubble falling in front of him. ed that he saw D-92, ahead of him, bear to the right and accelerate. He indicated that he started braking hard n everything went blank. He stated that he does not recall the structure coming down on him or D-92, Mr.

SEE TRANSCRIBED STATEMENT, PAGE IIIB-167.

ENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 96

VEHICLE #: 96
73 Datsun P/U White

STA
MC

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BRN	70"	200	12/16/60

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-137

VEHICLE POINT OF REST

V-96 was found on its wheels facing north in the #2 and #3 lanes. The center of V-96 was 54' south of Bent 80 and 20' east of the west roadway edge of northbound I-880.

VEHICLE DAMAGE - Minor

This vehicle sustained minor damage to its lumber rack. The right side of the rack was pushed downward, and the legs pushed outward. There was a small dent on the roof of the vehicle.

INSPECTED BY: C. Kroeger LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 1013 Hours

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

D-96, , related that he was N/B in the #2 T/L at 55 mph when the earthquake struck. He stated that his first indication of the earthquake came when radio station KRQR went dead and his vehicle started "getting squirrelly". He stated that he "stomped on the brakes" and his vehicle went sideways, but indicated that he was able to maintain control. He stated that as he was braking, a blue station wagon passed him and went into the section ahead of him. This section collapsed all the way to the lower deck. He described the vehicle motion as being side to side. He stated that after his vehicle came to a stop he got out and helped the man in the blue station wagon. SEE TRANSCRIBED STATEMENT, PAGE IIIB-175.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAG

BO CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 97

VEHICLE #: 97
86 Dodge Colt Red

STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

STATE	CLASS
CA	X

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BLK	64"	145	11/22/55

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-137

ICLE POINT OF REST

'as found on its wheels facing north in the #2 lane. The front of V-97 was at Bent 70, with the center of V-97 5' of Bent 70 and 17' east of the west roadway edge of northbound I-880.

ICLE DAMAGE - Total

'ehicle sustained total damage as a result of an impact and being crushed by falling concrete. The damage was ntrated near the dash area and continued through the occupant area. The front seats were removed by rescue nel. There was contact damage to the front with force lines directed front to rear. The front bumper, hood, and ront fenders were pushed rearward approximately two feet. The roof and hood had been cut and removed by rescue nel.

TED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1540 Hours

RY DESCRIPTION - Severe

. sustained a primary jejunostomy anastomosis, colostomy, left clavicle fracture, left tibia-fibula re, laceration to the scalp and a right bimalleolar fracture. She underwent surgery on 10/18/89 for the scalp tion, then 10/25/89 for the right bimalleolar ankle. She was transferred to Fairmont Hospital on 10/30/89.

ORTED BY: Ambulance TRANSPORTED TO: Eden Hospital, Castro Valley

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

related via a translator that she was N/B in the #2 T/L at 50 mph when the earthquake struck. She stated er first indication of the earthquake came when her car started shaking "all over", and she thought she had a flat She indicated that she down shifted and started slowing down. She related that the freeway started coming down tions and then a beam fell down on top of her car. SEE TRANSCRIBED STATEMENT, PAGE IIIB-181.

SENGERS

NAME	PAGE#
	I-139
	I-139
	I-140
	I-140

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #: 98

VEHICLE #: 98
80 Toyota SR-5 White

STA
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BRN	BLU	67"	160	03/24/57

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-139

VEHICLE POINT OF REST

V-98 was found on its wheels facing north in the #1 lane. The interior of V-98 was directly under Bent 67, with the center of V-98 1' north of Bent 67 and 1' east of the west roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of being crushed by a falling bent cap and then being completely burned by fire. The vehicle sustained the majority of damage to the occupant area just rear of the front seats. The rear of the vehicle was crushed to less than one foot in height. The vehicle was broken in half just rear of the front seats and then folded over the remaining body of the vehicle. The A-pillar posts were folded downward to the seat level. Both seat backs were bent rearward, and the side doors were crushed to less than one foot in height. The left side restraint system (buckle and latch plate) were still coupled together, indicating the driver was wearing the restraint system at the time of the crush.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1410 Hours

INJURY DESCRIPTION - Fatal

D-98, , sustained fatal injuries as a result of extensive blunt trauma, Coroner's Case # 89-2179. SEE PAGE I-165 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-98, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	P

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #: 99

VEHICLE #: 99
89 Dodge Van Green

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	HZL	70"	162	04/18/46

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-140

CLE POINT OF REST

was found on its wheels facing north in the #2 lane. The front of V-99 was under Bent 67, with the center of V-99 uth of Bent 67 and 16' east of the west roadway edge of northbound I-880.

CLE DAMAGE - Total

vehicle sustained total damage to the front prior to being crushed by falling concrete. The force line was from ront to the rear and involved the entire front surface of the vehicle. The front bumper underrode the object that ruck. The front end was crushed rearwards to approximately one foot rear of the fire wall. Both right and left rame rails, and front bumper were still intact. Both front fenders and the hood were crushed rearward to the fire The roof was crushed downward to the level of the bottom portion of the window jambs. There was evidence that oof had been pried open in the rear by rescue personnel to allow extrication of the driver.

TED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1404 Hours

RY DESCRIPTION - Fatal

, sustained fatal injuries as a result of multiple blunt injuries, traumatic asphyxia, and themocutaneous Coroner's Case # 89-2176. SEE PAGE I-165 FOR AUTOPSY SUMMARY.

ORTED BY: N/A TRANSPORTED TO: N/A

TY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

sustained fatal injuries, no statement.

ENGERS

NAME	PAGE#
	I-141

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #:100

STATE	CLASS
CA	3

VEHICLE #:100
74 Ford Granada Red

STA
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BLK	BRN	65"	170	05/03/64

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-140

VEHICLE POINT OF REST

V-100 was found on its wheels facing north in the #3 lane. The front of V-100 was under Bent 67, with the center of V-100 8' south of Bent 67 and 21' east of the west roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage to its occupant area and front section, forward of the center of the vehicle, as a consequence of being crushed by a falling bent cap. The roof, left and right sides, body pan, and front end were crushed nearly to ground level.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1400 Hours

INJURY DESCRIPTION - Fatal

D-100, sustained fatal injuries as a result of extensively lacerated and fractured lower extremities and perineal area, Coroner's Case # 89-2167. SEE PAGE I-166 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Unknown

SUMMARY OF STATEMENT

D-100, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
100A		I-141
100B		I-142
100C		I-142

PASSENGERS

NUMBER	NAME	PA

R #:101

VEHICLE #:101
88 Pontiac Bonneville Tan
STATE CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

STATE	CLASS
CA	C

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BRN	72"	235	06/18/28

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-142

LE POINT OF REST

was found on its wheels facing north in the #3 and #4 lanes. The front of V-101 was against Bent 66, with the of V-101 9' south of Bent 66 and 10' east of the west roadway edge of northbound I-880.

LE DAMAGE - Total

ehicle sustained total damage as a result of a frontal impact and being crushed by falling concrete. The entire end was pushed rearward to the front axle, buckling the hood. The leading edge of the left front fender was torn , then rearward to the center of the hood. There were dark red or maroon paint transfers on the left front of the eginning at the left corner and extending to the right approximately one foot. The roof was collapsed to the seat All four doors bowed outward and the left rear quarter panel buckled inward. The steering wheel was totally sed and the windshield was shattered. The restraint system, a TYPE-2 three point continuous loop, displayed e of usage. The webbing had been cut and the latch plate was found connected to the buckle. The retractor was in the locked position.

ED BY: P. Franz LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1430 Hours

Y DESCRIPTION - Fatal

sustained fatal injuries as a result of traumatic asphyxiation associated with multiple blunt injuries, 's Case # 89-2160. SEE PAGE I-167 FOR AUTOPSY SUMMARY.

RTED BY: N/A TRANSPORTED TO: N/A

Y EQUIPMENT - Lap/Shoulder Harness Used

RY OF STATEMENT

sustained fatal injuries, no statement.

ENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #:102

VEHICLE #:102
86 Toyota P/U Blue

STA
C

REGISTERED OWNER

STATE	CLASS
CA	A

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	GRN	71"	177	12/26/43

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-143

VEHICLE POINT OF REST

V-102 was found on its wheels facing north in the #2 lane. The rear was under Bent 65, with the center of V-102 3' north of Bent 65 and 16' east of the west roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of being crushed by a falling bent cap. Both right and left fenders, and hood were pushed downward. The right and left side A-pillar posts were pushed rearward and downward, level with the bottom portion of the window frame. The cab was pushed downward and rearward, and had been cut away by rescue personnel. The bed of the truck had been crushed downward, and was approximately six inches in height.

INSPECTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1603 Hours

INJURY DESCRIPTION - Fatal

D-102, sustained fatal injuries as a result of extensive crush injuries to the head and chest, Coroner's Case # 89-2135. SEE PAGE I-167 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-102, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PA

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #:103

VEHICLE #:103
84 Ford P/U White

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BLK	66"	147	05/05/55

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-144

CLE POINT OF REST

was found on its wheels facing north in the #3 lane. The center of V-103 was underneath Bent 64 and 18' west of ast roadway edge of northbound I-880.

CLE DAMAGE - Total

vehicle sustained total damage as a result of being completely crushed by a falling bent cap. The crush began at ire wall and continued rearward to the rear axle. This area was crushed to the level of the top of the frame. The fenders were torn outward and rearward. The frame rail was buckled downward in the center of the vehicle to ximately 10 inches above the ground level. The left front, right front, and right rear tires were deflated.

ICTED BY: C. Kroeger LOCATION: Concord Auto Dis., 2211 Arnold Ind. Way, Concord DATE: 11/16/89 TIME: 1500 Hours

RY DESCRIPTION - Fatal

, sustained fatal injuries as a result of multiple blunt injuries, Coroner's Case # 89-2163. SEE PAGE FOR AUTOPSY SUMMARY.

PORTED BY: N/A TRANSPORTED TO: N/A

TY EQUIPMENT - Lap/Shoulder Harness Not Used

ARY OF STATEMENT

, sustained fatal injuries, no statement.

SENGERS

R	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #:104

VEHICLE #:104
84 Buick Skyhawk Gray

STAT
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BRN	BRN	62"	125	07/21/68

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-144

VEHICLE POINT OF REST

V-104 was found on its wheels facing north in the #4 lane. The center of V-104 was 26' south of Bent 64 and 8' west of the east roadway edge of northbound I-880.

VEHICLE DAMAGE - Total

This vehicle sustained total damage when it was crushed by falling concrete. The damage indicated that there was forward motion prior to being crushed. The impact was concentrated to the right side. The right front fender was pushed inward, the trailing edge of the right door was peeled down to the floorboard level, then crushed. The right rear quarter panel bowed outward and was crushed rearward into the trunk area. The left rear quarter panel bowed outward and was crushed to ground level. The roof was cut and peeled back by rescue personnel, exposing the entire passenger compartment area. The dash was crushed to the bottom of the seat.

INSPECTED BY: P. Franz LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/07/89 TIME: 1400 Hours

INJURY DESCRIPTION - Fatal

D-104, sustained fatal injuries as a result of multiple blunt injuries, Coroner's Case # 89-2158. SEE PAGE I-168 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-104, sustained fatal injuries, no statement.

PASSENGERS

NUMBER	NAME	PAGE#
104A		I-143

PASSENGERS

NUMBER	NAME	PA

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #:105

VEHICLE #:105
87 Cadillac Seville Black

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	C

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	67"	160	10/23/38

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-145

CLE POINT OF REST

was found on its wheels facing north in the #3 lane. The center of V-105 was 16' north of Bent 63 and 15' west of ast roadway edge of northbound I-880.

CLE DAMAGE - Total

vehicle was totally destroyed as a result of being crushed by falling concrete. The damage was so severe that the le was not recognizable. The occupant area was completely crushed and the entire vehicle was between one to two in height. The roof was cut away by rescue personnel and was not located at the inspection site.

CTED BY: R. Linson LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/06/89 TIME: 1624 Hours

RY DESCRIPTION - Fatal

C, sustained fatal injuries as a result of multiple blunt injuries, Coroner's Case # 89-2161. SEE PAGE E FOR AUTOPSY SUMMARY.

PORTED BY: N/A TRANSPORTED TO: N/A

FTY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

C, sustained fatal injuries, no statement.

ASENGERS

NO.	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #:106

VEHICLE #:106
81 Volvo 4 dr Blue

ST
C

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: Ruben Dans, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	GRY	BRN	71"	210	12/01/09

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-146

VEHICLE POINT OF REST

V-106 was found on its wheels facing north in the #4 lane. The center of V-106 was 14' north of Bent 62 and 45' east of the west roadway edge of northbound I-880.

VEHICLE DAMAGE - Major

This vehicle sustained major damage as a result of a frontal impact. The damage was concentrated to the left front fender, which was buckled forward above the wheel well. The left front bumper was pushed downward into the leading edge of the left front fender. The left front headlight assembly was pulled away from the unit and was hanging by its wires beside the right front fender. There was induced damage located above the right front door. The left front tire was deflated and the wheel was bent. There was no apparent damage to the interior. The left front restraint system is a TYPE-2 three point continuous loop system. There was no physical evidence to suggest that the system was in use.

INSPECTED BY: P. Franz LOCATION: CSAA, 1964 Sabre St., Hayward DATE: 11/15/89 TIME: 1040 Hours

INJURY DESCRIPTION - Complaint of Pain

D-106, refused to sign the medical release form, so records were not obtained. Reportedly, he complained of pain to his chest and ribs.

TRANSPORTED BY: Unknown TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

D-106, declined to be interviewed.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	P

ER #:107

VEHICLE #:107
77 Kenworth Tractor

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	1

VEHICLE DISPOSTION: Berry Bros., Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	66"	145	12/26/34

DIRECTION OF TRAVEL: N/B I-880 (Lower Deck)
NARRATIVE DESCRIPTION: Page IV-147

CLE POINT OF REST

, Tractor, was found on its wheels facing north in the #2 and #3 lane. It was approximately 14' north of Bent 62 8' east of the west roadway edge. The trailer was in the #3 lane approximately 9' south of Bent 62 and 33' east of est roadway edge.

CLE DAMAGE - Total

vehicle sustained total damage as a result of a frontal impact with concrete. The cab was ripped away from the ing edge of the cab frame, rotated one hundred eighty degrees forward and was laying on its front end. The front ould not be inspected due to its positioning on the ground; however, damage did indicate that there was forward n prior to being crushed by falling concrete. The center of the passenger compartment area was buckled. The left was pushed forward, and the steering wheel had been pushed forward into the dash. There was a one foot distance en the seat and the steering wheel. The trailer sustained total damage to the frame and cargo compartment. The was severed as was the cargo compartment.

CTED BY: P. Franz LOCATION: Berry Bros., 821 W. Grand Ave., Oakland DATE: 11/13/89 TIME: 1505 Hours

JRY DESCRIPTION - Severe

C. refused to sign the medical release form, so medical records were not obtained. He reportedly sustained a ired nose, fractured hip, and complained of pain to his neck and back.

NSPORTED BY: Ambulance TRANSPORTED TO: Providence Hospital, Oakland

FTY EQUIPMENT - Unknown

MARY OF STATEMENT

0 related that he was N/B in the #3 T/L at 50 to 55 mph when the earthquake struck. He stated that his first tion that something was wrong came when the freeway fell in front of him and he crashed into it. He stated that e an effort to brake just prior to impacting the fallen structure. SEE TRANSCRIBED STATEMENT, PAGE IIIB-209.

ASSENGERS

NAME	PAGE#
7	I-143
71	I-144

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #:108

VEHICLE #:108
85 INTL Van Brn/Wht

STA
C

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BLK	BRN	72"	170	05/07/65

DIRECTION OF TRAVEL: S/B Cypress Street
NARRATIVE DESCRIPTION: Page IV-148

VEHICLE POINT OF REST

V-108 was found on its wheels, 6' west of the east roadway edge of S/B Cypress St. and 30' north of the north roadway prolongation of W. Grand Ave.

VEHICLE DAMAGE - Minor

This vehicle was not inspected and had already been repaired. The registered owner stated the vehicle sustained minor damage to the roof of the vehicle. The vehicle reportedly sustained a three to five inch hole in the center of the roof.

INSPECTED BY: N/A LOCATION: Not Inspected - Telephone Contact with R/O DATE: TIME: Hours

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

P-108, related that he was stopped for a red light on West Cypress Street at West Grand Avenue in the left turn lane when the earthquake struck. He stated that his first indication of the earthquake came when his truck started to shake. He indicated that he looked up to his left and saw one of the pillars of the freeway cracking and heard a loud crashing sound. He stated that he got out of his truck on the passenger's side and ran under the freeway and into a warehouse. He related that he looked up and noticed that the whole Cypress freeway had collapsed. He indicated that his truck was hit by debris that fell from the structure. SEE TRANSCRIBED STATEMENT, PAGE IIIB-223.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	P

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #:109

VEHICLE #:109
79 Toyota 4 dr Red

STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: Jenkins Bros., Oakland

STATE	CLASS
CA	3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BRN	73"	165	04/04/66

DIRECTION OF TRAVEL: S/B Cypress Street
NARRATIVE DESCRIPTION: Page IV-148

CLE POINT OF REST

was reportedly located on its wheels facing south, 8' west of the east roadway edge of S/B Cypress St. and 234' of W. Grand Ave.

CLE DAMAGE - Moderate

ehicle sustained moderate damage to the roof, hood and windshield as a result of falling debris. The arraige was also damaged.

ITED BY: R. Linson LOCATION: kland DATE: 11/01/89 TIME: 1550 Hours

RY DESCRIPTION - Uninjured

ORTED BY: N/A TRANSPORTED TO: N/A

Y EQUIPMENT - Lap/Shoulder Harness Used

RY OF STATEMENT

related that he was S/B on Cypress Street, about 100 feet north of Peralta, when the earthquake struck. ted that his first indication of the earthquake came when his car started moving from right to left. He stated thought he had a flat tire. He started to slow his vehicle down, then looked up and saw the freeway crumbling. icated he tried to move his car to the right, to get away from the structure, and that was when he hit a "boulder" middle of the street. He stated that he got out of his vehicle and ran to safety. SEE TRANSCRIBED STATEMENT, IIB-233.

ENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

CALIFORNIA HIGHWAY PATROL

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #:110

VEHICLE #:110
80 GMC P/U Grn/Wht

STAT
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	RED	GRN	72"	161	11/30/61

DIRECTION OF TRAVEL: N/B Cypress Street
NARRATIVE DESCRIPTION: Page IV-149

VEHICLE POINT OF REST

V-110 was found in the #1 lane of N/B Cypress St., 24' west of the east roadway edge of Cypress St. and 113' south of the south roadway prolongation of 32nd St.

VEHICLE DAMAGE - Total

This vehicle sustained total damage as a result of being struck by falling concrete. There was direct contact damage to the left front fender and left door. The left side of the floorboard was pushed inward two feet and the floorboard bowed upward in the middle. The left side of the dash had been removed, exposing the wires. The steering wheel, and steering wheel assembly, had also been removed. The left front headlight assembly, grille, bumper, and hood had been damaged. The roof had been removed by rescue personnel. The right rear quarter panel had been crushed downward. The tailgate was not located at the inspection site.

INSPECTED BY: P. Franz LOCATION: Willis Freight Lines, 1700 W. Grand Ave., Oakland DATE: 12/04/89 TIME: 1430 Hours

INJURY DESCRIPTION - Severe

D-110, , sustained a three and one half inch laceration to the scalp, partial parethesia involving his left hand and arm, nondisplaced fracture of the C7 cervical vertebrae, and multiple soft tissue trauma. He was admitted for observation and released on 10/20/89.

TRANSPORTED BY: Allied Ambulance TRANSPORTED TO: St. Rose Hospital, Hayward

SAFETY EQUIPMENT - Lap Belt Used

SUMMARY OF STATEMENT

D-110, , related that he was N/B on East Cypress Street between 28th and 29th street at approximately 20 mph when the earthquake struck. He stated that his first indication of the earthquake came when the front end of his truck began to "wiggle real bad". He stated that he thought his front end had gone out. He looked to his right, heard a noise, and little bits of gravel started falling down on his truck. He stated he initially thought a gravel truck had overturned on the freeway above him. He stated he turned to look up and then got hit on the head by something. He thought he was getting buried by a gravel truck. SEE TRANSCRIBED STATEMENT, PAGE IIIB-237.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PA#

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #:111

VEHICLE #:111
81 Toyota Tercel Gold

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BLK	BRN	71"	150	06/28/40

DIRECTION OF TRAVEL: E/B West Grand Avenue
NARRATIVE DESCRIPTION: Page IV-150

CLE POINT OF REST

was found within the intersection of W. Grand Ave. and N/B Cypress St. approx. 41' east of the west prolongation ypress St. and 44' north of the south prolongation of W. Grand Ave.

CLE DAMAGE - Total

vehicle sustained total damage as a result of being crushed by falling concrete. The roof was crushed downward at eft side A-pillar post. The hood was also crushed downward at an angle, beginning at midline and continuing to the side A-pillar. The hood was crushed downward approximately six inches. The left front corner of the roof was ed downward to dash level.

TED BY: C. Kroeger LOCATION: A&B Towing, 27th & Market St., Oakland DATE: 11/08/89 TIME: 1110 Hours

RY DESCRIPTION - Uninjured

ORTED BY: N/A TRANSPORTED TO: N/A

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

related that he was E/B on West Grand Avenue at Cypress Street and was in the far left lane stopped for light. He stated he was waiting to make a left turn. He stated that all of a sudden he heard a big rumbling and r started shaking. He stated that a lot of concrete started falling on top of his vehicle, and he thought that a had fallen off of the bridge. He stated that a 20 ton pillar fell, and struck his vehicle. He indicated that hing happened "very suddenly". He stated that he was able to get out of his vehicle by climbing out of the sun SEE TRANSCRIBED STATEMENT, PAGE IIIB-247.

ENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #:112

VEHICLE #:112
76 VW Bus Wht/Blue

STA
C

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: A&B Towing, Oakland

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
M	BRN	BLU	70"	160	03/29/47

DIRECTION OF TRAVEL: N/B Cypress Street
NARRATIVE DESCRIPTION: Page IV-150

VEHICLE POINT OF REST

V-112 was found on its wheels facing north in the #1 lane, 4' east of the west roadway edge of Cypress St. and 7' south of W. Grand Ave. prolongation.

VEHICLE DAMAGE - Total

This vehicle sustained total damage when parts of the structure fell on the vehicle. The damage was concentrated to the left side. The left rear sliding door had been pushed rearward, with the trailing edge bent downward close to the ground. The left front door was bowed slightly outward. The left front door could not be opened. The left rear bumper had been pushed rearward. The right A-pillar post was bent downward to the dash. The right front of the roof was collapsed downward six inches. The right rear sliding door had induced damage and was knocked off it's sliding track. There was old damage to the front end.

INSPECTED BY: P. Franz LOCATION: Avenue Auto Storage, 1144 6th St., Berkeley DATE: 11/14/89 TIME: 1420 Hours

INJURY DESCRIPTION - Complaint of Pain

D-112, complained of pain to the top of his head. He did not seek medical attention.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

D-112, was N/B on Cypress Street at West Grand Avenue, and was stopped at a red light waiting to make a left turn onto West Grand when the earthquake struck. He stated that his first indication that something was wrong occurred when his van started swaying from left to right. He stated he could see that the freeway was swaying "out over me", from left to right, just like his van. He stated the structure swayed back and forth about three times, and swayed outward about three or four feet. Every time it swayed, he could hear a cracking sound. This happened two or three times, then he heard a "Kaboom". He stated he took his foot off of the brake and stomped down on the accelerator, and about the same time he heard the collapse, and something hit the roof of this van. SEE TRANSCRIBED STATEMENT, PAGE IIIB-255.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	

880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #:113

VEHICLE #:113
87 VW Jetta Blue

STATE
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: Allied Towing, Oakland

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	62"	123	11/26/54

DIRECTION OF TRAVEL: N/B Cypress Street
NARRATIVE DESCRIPTION: Page IV-151

CLE POINT OF REST

was found in the #2 lane of N/B Cypress St., 27' west of the east roadway edge of Cypress St. and 19' south of W. Ave. prolongation.

CLE DAMAGE - Major

vehicle was repaired prior to being inspected. The repair order indicates the vehicle sustained major damage as a t of falling debris. The damage was concentrated to the left side, hood, and trunk, consisting of numerous small and chips. The front windshield was cracked; the rear window and left rear window were completely knocked out.

CTED BY: N/A LOCATION: DATE: TIME: Hours

RY DESCRIPTION - Complaint of Pain

, complained of pain to her right side and anxiety. She was released from the hospital the same day.

ORTED BY: Family TRANSPORTED TO: Kaiser Hospital, Richmond

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

related that she was N/B on Cypress Street, and was stopped at a red light at West Grand Avenue when the uake struck. She stated that there was a van stopped to her left. She stated that her first indication of the uake came when her car started to rock sideways, from left to right. She stated; "I felt it (her vehicle) was up from the ground. It was like it bulged right under me". She stated she turned her engine off, and then up and saw the "freeway crumbling", then the "top came down on the bottom part". She stated she saw the structure at the support where that extra piece came out of it". She stated that the next thing she knew there were big of debris coming at her and she ducked. SEE TRANSCRIBED STATEMENT, PAGE IIIB-271.

ENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #:114

VEHICLE #:114
74 Dodge Van Green

STA
CA

REGISTERED OWNER

STATE	CLASS
CA	3

VEHICLE DISPOSTION: Driven

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BRN	BLU	61"	140	10/30/34

DIRECTION OF TRAVEL: N/B Cypress Street
NARRATIVE DESCRIPTION: Page IV-151

VEHICLE POINT OF REST

V-114 was found in the #2 lane of N/B Cypress St., 26' west of the east roadway edge of Cypress St. and 35' south of W. Grand Ave. prolongation.

VEHICLE DAMAGE - Major

This vehicle sustained major damage to the left rear edge of the roof as a result of being crushed by falling concrete. The left rear corner of the roof was collapsed downward and to the left. No other damage was located that related to this incident.

INSPECTED BY: P. Wong LOCATION: Carnation, 1310 14th St., Oakland DATE: 11/10/89 TIME: 1345 Hours

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

D-114, related that she was N/B on Cypress Street, and was at a stop for a red light at West Grand Avenue. She indicated she was stopped behind a small car (V-113). She stated that her first indication that something was wrong came when her car started shaking "like crazy". She indicated that it seemed to be shaking in "every direction possible", and indicated that she didn't want to lose control, so she slipped her vehicle into park. She stated that she noticed the truck driver next to her car come out of his truck, "like he was kicked out". She thought she might do the same and opened her door, then cement started coming down on her car. She stated that she didn't see the structure in motion. SEE TRANSCRIBED STATEMENT, PAGE IIIB-283.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

80 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

ER #:115

VEHICLE #:115
87 Saab 4 dr Brown

STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: Jenkins Bros., Oakland

ER'S LICENSE NUMBER
57532

STATE
CA

CLASS
3

HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
BRN	BRN	62"	130	10/31/46

DIRECTION OF TRAVEL: N/B Cypress Street
NARRATIVE DESCRIPTION: Page IV-152

CLE POINT OF REST

was found on its wheels facing northeast, 4' west of the east roadway edge of Cypress St. and 230' south of W. Ave. prolongation.

CLE DAMAGE - Major

vehicle had been repaired prior to being inspected. The repair order indicates that the vehicle sustained major to the hood, left front door, left rear quarter panel, and trunk lid. The repair estimate totaled $4412.01.

TED BY: N/A LOCATION: DATE: TIME: Hours

RY DESCRIPTION - Uninjured

ORTED BY: N/A TRANSPORTED TO: N/A

Y EQUIPMENT - Lap/Shoulder Harness Used

RY OF STATEMENT

related that she was N/B on Cypress Street, and was approximately a half a block south of West Grand at 30 to 35 mph when the earthquake struck. She stated that her first indication that something was wrong d when the car started to "shimmy". She indicated that she thought she had a flat tire, she looked into her w mirror to see if anyone was behind her so she could slow down and pull to the right. She stated that all of a she heard a crash, and there was a "cab of a truck with the trailer behind it" to the left front of her vehicle. ted that she didn't see the truck come off of the freeway, and indicated that she was struck by the truck, then a stop. SEE TRANSCRIBED STATEMENT, PAGE IIIB-291.

ENGERS

NAME	PAGE#
None	

PASSENGERS

NUMBER	NAME	PAGE#

I-880 CYPRESS STRUCTURE COLLAPSE - DRIVER DATA SHEET

DRIVER #:116

STATE	CLASS
CA	3

SEX	HAIR	EYES	HEIGHT	WEIGHT	DATE OF BIRTH
F	BLN	BLU	59"	120	03/05/40

VEHICLE #:116
78 Toyota P/U Yellow
(Unoccupied Vehicle)

STATE
CA

REGISTERED OWNER

VEHICLE DISPOSTION: A&B Towing, Oakland

DIRECTION OF TRAVEL: S/B Cypress Street
NARRATIVE DESCRIPTION: Page IV-152

VEHICLE POINT OF REST

V-116 was found on its wheels facing south, 5' west of the west roadway edge of Cypress St. and 130' north of the north prolongation of Willow St.

VEHICLE DAMAGE - Moderate

This vehicle had been repaired prior to being inspected. The registered owner indicated that the roof had been crushed downward. There were reportedly small dents on the roof and damage to the left front door.

INSPECTED BY: N/A LOCATION: DATE: TIME: Hours

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - N/A

SUMMARY OF STATEMENT

D-116, related that she was on S/B Cypress Street in front of the reptile shop. She stated she parked her car on Cypress Street next to the freeway and got out of her vehicle and went to the front door of the reptile shop. She stated she became aware of the earthquake when the building she was in started to "roll". She stated she went to the front door of the shop, looked out, and saw a huge cloud of dust. She stated that the dust was so thick she couldn't see out of the shop. When she could see, she saw that the freeway had collapsed. She stated that a piece of the freeway came down and hit her car. SEE TRANSCRIBED STATEMENT, PAGE IIIB-299.

PASSENGERS

NUMBER	NAME	PAGE#
	None	

PASSENGERS

NUMBER	NAME	PAGE#

SENGER #: 1A

VEHICLE #: 1
89 Saab 900 Green

STATE
CA

REGISTERED OWNER

E OF BIRTH
/15/59

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-53

URY DESCRIPTION - Other Visible

refused to sign a medical release form, so medical records were not obtained. She reportedly complained in to her head and left leg.

SPORTED BY: Ambulance

TRANSPORTED TO: Providence Hospital, Oakland

ETY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

, related that she had was a passenger in the right front of V-1. She stated that they were southbound in the #3 T/L at approximately 65 mph. She stated that the vehicle began to swerve from side to side and the way began moving up and down and rolling side to side. She stated that the driver was able to maintain control of the le. She indicated that the driver thought he had a flat tire, but quickly realized that an earthquake was occurring. aw the roadway breaking up and then she felt the roadway fall from underneath their vehicle. The vehicle struck the way and overturned, landing on it's top on a portion of the freeway that had not collapsed. SEE TRANSCRIBED MENT, PAGE IIIA-1.

ENGER #: 2A

VEHICLE #: 2
84 Volvo 760 Blue

STATE
CA

REGISTERED OWNER

OF BIRTH
23/47

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-53

RY DESCRIPTION - Uninjured

PORTED BY: N/A

TRANSPORTED TO: N/A

TY EQUIPMENT - Shoulder Harness Used

ARY OF STATEMENT

departed for Japan immediately after the earthquake and was unavailable for a statement.

I-880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

PASSENGER #: 2B

VEHICLE #: 2
84 Volvo 760 Blue

STA
CA

REGISTERED OWNER

DATE OF BIRTH
05/12/47

SEATING POSITION
Left / Rear

NARRATIVE DESCRIPTION: Page IV-53

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A

TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

P-2B, departed for Japan immediately after the earthquake and was unavailable for a statement

PASSENGER #: 2C

VEHICLE #: 2
84 Volvo 760 Blue

STA
CA

REGISTERED OWNER

DATE OF BIRTH
02/05/59

SEATING POSITION
Middle / Rear

NARRATIVE DESCRIPTION: Page IV-53

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A

TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap Belt Used

SUMMARY OF STATEMENT

P-2C, departed for Japan immediately after the earthquake and was unavailable for a statement.

880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

SENGER #: 2D

VEHICLE #: 2
84 Volvo 760 Blue

STATE
CA

REGISTERED OWNER

E OF BIRTH
/13/34

SEATING POSITION
Right / Rear

NARRATIVE DESCRIPTION: Page IV-53

URY DESCRIPTION - Uninjured

SPORTED BY: N/A

TRANSPORTED TO: N/A

ETY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

, departed for Japan immediately after the earthquake and was unavailable for a statement.

SENGER #: 11A

VEHICLE #: 11
71 BMW Baveria White

STATE
CA

REGISTERED OWNER

OF BIRTH
'25/68

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-60

URY DESCRIPTION - Other Visible

1., complained of pain to the right wrist, and sustained abrasions to his forehead, and a laceration to the f side of the nose. He was discharged from the hospital the same evening.

PORTED BY: Acme Ambulance

TRANSPORTED TO: Providence Hospital, Oakland

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

1, related via translator that he was a passenger in vehicle and that they were S/B in the #1 T/L mph when the earthquake struck. He stated that the car started swaying from side to side and he thought they had a tire. He related he felt something hit the bottom of their car. He stated that he believes that this was what d them to overturn. The car rolled over and came to rest on its wheels on the freeway. He didn't realize that there een an earthquake until he got out of the car. He stated that after he got out of the car, he saw that a pickup had overturned and a brown car had hit the concrete that had raised up behind them. SEE TRANSCRIBED STATEMENT, PAGE I 77.

I-880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

PASSENGER #: 15A

VEHICLE #: 15
84 Ford Tempo Blue

STA
CA

REGISTERED OWNER

DATE OF BIRTH
04/19/83

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-64

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A

TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

P-15A, is only 6 years old and was not interviewed.

PASSENGER #: 18A

VEHICLE #: 18
85 Toyota Cressida Blue

STAT
CA

REGISTERED OWNER

DATE OF BIRTH
08/14/48

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-67

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A

TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

P-18A, stated that he was a passenger in the vehicle being driven by his wife, He stated they were S/B in the #2 or #3 T/L at 55 to 60 mph in unusually light traffic when the earthquake struck. He stated when the earthquake struck it shook twice and he thought they were having a flat tire. He stated that he saw other cars skidding around ahead of him. He related he saw concrete waves coming toward him and then felt a thump. He described the feeling like the "stopping of a freight elevator when you bottom out". He recalls seeing dust rising ahead of him. He stated his wife (D-18) changed lanes and then came to a stop. He recalls a small metallic grey car ahead of them that they almost hit and a truck behind them. SEE TRANSCRIBED STATEMENT, PAGE IIIA-145.

SSENGER #: 19A

VEHICLE #: 19
89 INTL 2 Axle White

STATE
CA

REGISTERED OWNER

IE OF BIRTH
/01/64

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-68

URY DESCRIPTION - Other Visible

A, sustained a two and one half inch laceration to the left arm pit. He was discharged from the hospital on same evening.

SPORTED BY: Ambulance

TRANSPORTED TO: Providence Hospital, Oakland

ETY EQUIPMENT - Lap Belt Used

MARY OF STATEMENT

A, , stated he was a passenger in the truck being driven by D-19, His first indication of the nquake came when the truck began to bounce and actually came off of the ground. At this point, he thought the cture was collapsing. He could see the ground rippling like a "roller coaster", across each section. He stated that notion was moving south, away from them. He related that the truck went to the right, as the section of the freeway were on dropped on the right hand side. They hit the right hand railing and were going over the edge when the other of the freeway fell and leveled out, throwing them back toward the middle of the freeway where they came to rest. RANSCRIBED STATEMENT, PAGE IIIA-161.

ENGER #: 21A

VEHICLE #: 21
67 Ford Galaxy Blue

STATE
CA

REGISTERED OWNER

OF BIRTH
20/64

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-70

RY DESCRIPTION - Complaint of Pain

, complained of pain to her left hip and the left side of her body. She was treated and released.

PORTED BY: Transit Bus

TRANSPORTED TO: Providence Hospital, Oakland

TY EQUIPMENT - Lap Belt Not Used

ARY OF STATEMENT

related that she was a passenger in the vehicle being driven by her husband, D-21, She that their two children were also in the vehicle with them. She indicated that they were S/B in the #1 T/L at 65 en the earthquake struck. She stated that the car started moving from side to side and then up and down. She that she closed her eyes and didn't open then until after they came to a stop. She didn't know what had happened her husband told her it was an earthquake. SEE TRANSCRIBED STATEMENT, PAGE IIIA-185.

PASSENGER #: 21B

VEHICLE #: 21
67 Ford Galaxy Blue

STAT
CA

REGISTERED OWNER

DATE OF BIRTH
Unknown

SEATING POSITION
Left / Rear

NARRATIVE DESCRIPTION: Page IV-70

INJURY DESCRIPTION - Complaint of Pain

P21B, complained of pain to his chest and ribs. He was treated and released.

TRANSPORTED BY: Transit Bus TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

P-21B, , is only 4 years old and was not interviewed.

PASSENGER #: 21C

VEHICLE #: 21
67 Ford Galaxy Blue

STAT
CA

REGISTERED OWNER

DATE OF BIRTH
Unknown

SEATING POSITION
Right / Rear

NARRATIVE DESCRIPTION: Page IV-70

INJURY DESCRIPTION - Complaint of Pain

P-21C, was hysterical at the scene. She was examined with no specific injury found.

TRANSPORTED BY: Transit Bus TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

P-21C, is only 3 years old and was not interviewed.

880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

SENGER #: 22A

VEHICLE #: 22
83 Datsun 280ZX Silver

STATE
CA

REGISTERED OWNER

E OF BIRTH
/18/68

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-71

URY DESCRIPTION - Other Visible

A, could not be contacted during the investigation. He reportedly suffured facial lacerations and back strain.

SPORTED BY: Private Vehicle

TRANSPORTED TO: Eden Hospital, Castro Valley

ETY EQUIPMENT - Lap/Shoulder Harness Not Used

MARY OF STATEMENT

A, was not contacted during this investigation. There were several attemps made, both in person and by phone, to no avail. Mr. was reportedly a passenger in the vehicle driven by D-22,

SENGER #: 25A

VEHICLE #: 25
89 Cadillac 4 dr Burgundy

STATE
CA

REGISTERED OWNER

E OF BIRTH
/16/12

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-73

URY DESCRIPTION - Severe

, sustained a compression fracture of the L2 lumbar vertebrae with posterior displacement of fracture ments and subsequent narrowing of the AP diameter of the spinal canal, sternal fracture, anemia, and multiple isions due to blunt trauma of the chest and abdomen. He underwent surgery on 10/21/89.

SPORTED BY: Unknown

TRANSPORTED TO: Alta Bates Hospital, Berkeley

ETY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

, related that he was a passenger in the vehicle being driven by his wife, D-25, . He stated that were S/B on I-880 in light traffic and were in the #1 or #2 T/L when the earthquake struck. His first sensation g the earthquake was one of "free floating". He doesn't recall any specific motion to the vehicle or the structure. dicated that the freeway underneath them fell straight down and they impacted a part of the freeway that was already ing up in front of them. SEE TRANSCRIBED STATEMENT, PAGE IIIA-213.

PASSENGER #: 26A

VEHICLE #: 26
84 Pontiac SAF White
STA
C

REGISTERED OWNER

DATE OF BIRTH
10/31/51

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-74

INJURY DESCRIPTION - Severe

P-26A, sustained a compression fracture of the L1 lumbar vertebrae, with a retropulsed fracture. The hospital records indicate she was discharged on 10/19/89 and then underwent corrective surgery on 10/20/89.

TRANSPORTED BY: Ambulance TRANSPORTED TO: Kaiser Hospital, Hayward

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

P-26A, related via a translator that she was a passenger in the vehicle being driven by D-26, She stated she saw the structure waving and felt the "whole thing crack". She indicated that the car went up and down a couple of times, then she felt a pain and was pinned in the car. She related that she saw "a little smoke" coming out of the freeway as it was moving. The car followed the movement, dropped, then she couldn't move at all. SEE TRANSCRIBED STATEMENT, PAGE IIIA-229.

PASSENGER #: 26B

VEHICLE #: 26
84 Pontiac SAF White
STA
C

REGISTERED OWNER

DATE OF BIRTH
11/29/54

SEATING POSITION
Left / Rear

NARRATIVE DESCRIPTION: Page IV-74

INJURY DESCRIPTION - Severe

P-26C, sustained a severe burst fracture-dislocation of L1 and L2 lumbar vertebrae. She underwent corrective surgery on 10/17/89 that included a lumbar laminotomy at L1-2 and L2-3 vertebrae with a bone fusion. She also complained of pain to the left buttocks area. She was discharged on 10/29/89.

TRANSPORTED BY: Ambulance TRANSPORTED TO: Alameda Hospital, Alameda

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

P-26B, stated that she was a passenger in the vehicle being driven by D-26, She indicated that they were S/B on I-880 at 55 mph when the earthquake struck. She stated that she felt the car start bouncing from side to side, from left to right, then begin to bounce up and down. She then heard a very loud noise and the car "plunged" downward. She stated that she felt a little bit nauseated and wanted to vomit. She stated that she was very frightened and closed her eyes tight until the car came to a stop. SEE TRANSCRIBED STATEMENT, PAGE IIIA-223.

880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

SSENGER #: 26C

VEHICLE #: 26
84 Pontiac SAF White

STATE
CA

REGISTERED OWNER

E OF BIRTH
/08/54

SEATING POSITION
Middle / Rear

NARRATIVE DESCRIPTION: Page IV-74

URY DESCRIPTION - Severe

C sustained a L1 lumbar vertebrae compression fracture, myocardial contusion, and abrasions to the left cheek forehead. She underwent corrective surgery for the L1 compression fracture on 10/20/89, and was discharged from the ital on 10/26/89.

SPORTED BY: Ambulance

TRANSPORTED TO: Highland Hospital, Oakland

ETY EQUIPMENT - Lap Belt Not Used

MARY OF STATEMENT

C, related that she was a passenger in the vehicle being driven by D-26, when the earthquake struck. remembers the car moving left to right and then "swinging". She indicated that she stood "almost halfway up", held the front seat and could see the freeway in front of them waving. Then she felt a terrible pain and believes that passed out. SEE TRANSCRIBED STATEMENT, PAGE IIIA-239.

SENGER #: 26D

VEHICLE #: 26
84 Pontiac SAF White

STATE
CA

--

REGISTERED OWNER

OF BIRTH
/25/45

SEATING POSITION
Right / Rear

NARRATIVE DESCRIPTION: Page IV-74

JRY DESCRIPTION - Severe

, sustained a compression of the L1 lumbar vertebrae, contusions and abrasions to the face, and complained of to the neck. The medical records do not indicate when she was discharged from the hospital.

PORTED BY: Ambulance

TRANSPORTED TO: Kaiser Hospital, Hayward

TY EQUIPMENT - Lap Belt Used

IARY OF STATEMENT

related that she was a passenger in the vehicle being driven by D-26, and recalls being S/B on at about 55 mph when the earthquake struck. She stated she felt the car move from left to right, very fast. She ated that she saw the freeway ahead of them "waving". The car started to bump up and down and then "leaped down". tated she heard the freeway fall, indicating that it sounded like "a crack". SEE TRANSCRIBED STATEMENT, PAGE 247.

I-880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

PASSENGER #: 28A

VEHICLE #: 28
78 Ford Granada Brown

STA
CA

REGISTERED OWNER

DATE OF BIRTH
04/10/51

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-76

INJURY DESCRIPTION - Severe

P-28A, sustained severe injuries which consisted of a fractured left acetabulum, lacerations to the face above the left eye and chin, lacerations to the left knee, and left sciatica nerve neurapraxia.

TRANSPORTED BY: Unknown

TRANSPORTED TO: Kaiser Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

P-28A, was not interviewed during the investigation due to severe injuries.

PASSENGER #: 28B

VEHICLE #: 28
78 Ford Granada Brown

STA
CA

REGISTERED OWNER

DATE OF BIRTH
Unknown

SEATING POSITION
Unknown

NARRATIVE DESCRIPTION: Page IV-76

INJURY DESCRIPTION - Complaint of Pain

P-28, , sustained a mild concussion, subsequent to a closed head injury.

TRANSPORTED BY: Unknown

TRANSPORTED TO: Kaiser Hospital, Oakland

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

P-28B, was not interviewed due to his age.

880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

SENGER #: 28C

VEHICLE #: 28
78 Ford Granada Brown

STATE
CA

REGISTERED OWNER

E OF BIRTH
/27/83

SEATING POSITION
Unknown

NARRATIVE DESCRIPTION: Page IV-76

URY DESCRIPTION - Severe

C, sustained a contusion to the head and a fracture to the distal radius and ulna of the right arm.

SPORTED BY: Allied Ambulance

TRANSPORTED TO: Humana Hospital, San Leandro

ETY EQUIPMENT - Lap Belt Not Used

MARY OF STATEMENT

C. was not interviewed due to her age.

ENGER #: 28D

VEHICLE #: 28
78 Ford Granada Brown

STATE
CA

REGISTERED OWNER

OF BIRTH
nown

SEATING POSITION
Unknown

NARRATIVE DESCRIPTION: Page IV-76

RY DESCRIPTION - Other Visible

. sustained lacerations to the head, above the left eye and to the left shoulder.

ORTED BY: Unknown

TRANSPORTED TO: Kaiser Hospital, Oakland

TY EQUIPMENT - Lap Belt Not Used

ARY OF STATEMENT

was not interviewed due to his age.

I-880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

PASSENGER #: 30A

VEHICLE #: 30
89 Oldsmobile Regency Gray

STA
CA

REGISTERED OWNER

DATE OF BIRTH
06/30/27

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-78

INJURY DESCRIPTION - Severe

P-30A, sustained a flexion-burst fracture of the L2 lumbar vertebrae with out displacement and a laceration approximately 4 cm. in length over her mid forehead.

TRANSPORTED BY: Private Vehicle

TRANSPORTED TO: Merritt Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

P-30A, related that she was a passenger, seated in the right front of the vehicle driven by her husband, D-30, when the earthquake struck. She stated that her first indication of the earthquake came when the radio station they were listening to "changed stations". The next thing she knew, they were "rocking and rolling". She stated that the car was bouncing "like a rubber ball" and before she knew it, they "went up and down and everything just fell apart". She stated that they dropped and bounced, then the "cement came up" and hit them. SEE TRANSCRIBED STATEMENT, PAGE IIIA-279.

PASSENGER #: 30B

VEHICLE #: 30
89 Oldsmobile Regency Gray

STA
CA

REGISTERED OWNER

DATE OF BIRTH
04/21/19

SEATING POSITION
Left / Rear

NARRATIVE DESCRIPTION: Page IV-78

INJURY DESCRIPTION - Complaint of Pain

P-30B, , complained of pain to the lower back and left shoulder. He was treated and released the same day.

TRANSPORTED BY: Private Vehicle

TRANSPORTED TO: Merritt Hospital, Oakland

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

P-30B, , related that he was a passenger seated in the left rear of the vehicle being driven by D-30, and indicated that they were S/B in the #1 T/L at 50 to 55 mph when the earthquake struck. He stated that the car began shaking from side to side and he thought D-30 was "getting funny with the steering wheel", then about that time "the whole thing collapsed". He stated that the freeway collapsed and they hit a "forward section of the freeway that stayed up". He indicated that everything happened so fast that he didn't have time to get scared. SEE TRANSCRIBED STATEMENT, PAGE IIIA-287.

SENGER #: 30C

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VEHICLE #: 30
89 Oldsmobile Regency Gray

STATE
CA

REGISTERED OWNER

OF BIRTH
/27/14

SEATING POSITION
Middle / Rear

NARRATIVE DESCRIPTION: Page IV-78

JRY DESCRIPTION - Severe

sustained multiple contusions and superficial abrasions, two severe lacerations to the face that resulted in ficant blood loss. A blood transfusion was necessary which involved three units of packaged rbc's. She was admitted bservation and released on 10/23/89.

PORTED BY: Private Vehicle TRANSPORTED TO: Merritt Hospital, Oakland

TY EQUIPMENT - Lap Belt Used

IARY OF STATEMENT

, related that she was a passenger, seated in the center rear seat of the vehicle being driven by her er-in-law, D-30, . She stated that they were S/B in the #1 T/L at 55 mph when the earthquake struck. Her indication of the earthquake came when the radio went off, then everything started shaking. She indicated that they bouncing all over. She stated that they hit "all the rubble that had broken from the freeway" then kept bouncing. ndicated that she thought they were airborne, bounced severely, and then impacted the rubble in front of them. She d that it "all happened so fast it seemed like everything was falling apart and failing at the same time". SEE CRIBED STATEMENT, PAGE IIIA-297.

ENGER #: 30D

-

VEHICLE #: 30
89 Oldsmobile Regency Gray

STATE
CA

REGISTERED OWNER

OF BIRTH
27/14

SEATING POSITION
Right / Rear

NARRATIVE DESCRIPTION: Page IV-78

JRY DESCRIPTION - Severe

sustained an intra-abdominal hollow viscus perforation, perforation of the stomach, and a laceration to the

ORTED BY: Private Vehicle TRANSPORTED TO: Merritt Hospital, Oakland

Y EQUIPMENT - Lap/Shoulder Harness Used

RY OF STATEMENT

related that he was a passenger in the right rear of the vehicle being driven by D-30, He related ey were S/B in the #1 T/L at 55 mph when the earthquake struck. He stated that the freeway started moving to the nd he saw "cement flying" and "rubbing against the car". "Then all of a sudden, the freeway started moving, the took us, and that was it". He stated that they crashed into a part of the freeway that had risen ahead of them. NSCRIBED STATEMENT, PAGE IIIA-305.

I-880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

PASSENGER #: 37A

VEHICLE #: 37
85 Dodge Van Gray

STAT
CA

REGISTERED OWNER

DATE OF BIRTH
07/14/52

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-85

INJURY DESCRIPTION - Severe

P-37A, refused to sign a medical release form, so medical records were not obtained. Her injuries were reportedly; a fracture to the right hand, avulsion to the right forearm, a lacerated liver, fracture to the right foot and multiple fractures to both lower legs.

TRANSPORTED BY: Ambulance

TRANSPORTED TO: Eden Hospital, Castro Valley

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

P-37A, related that she was a passenger in the van being driven by D-37, and was seated in the right front seat. She indicated that they were S/B in the #4 T/L at 55 mph when the earthquake struck. She stated that her first sensation occurred when the van moved to the left and she saw the road rising in front of them. The next thing she knew they were airborne. She stated that the van landed toward the right, bounced, and hit the hump ahead of them. She stated that throughout this she remembers hearing things like "sonic booms". She stated she closed her eyes and put her hands over her face just before they crashed. SEE TRANSCRIBED STATEMENT, PAGE IIIA-365.

PASSENGER #: 37B

VEHICLE #: 37
85 Dodge Van Gray

STAT
CA

REGISTERED OWNER

DATE OF BIRTH
07/15/44

SEATING POSITION
Row 1, Left

NARRATIVE DESCRIPTION: Page IV-85

INJURY DESCRIPTION - Fatal

P-37B, sustained fatal injuries as a result of multiple blunt injuries, Coroner's Case # 89-2139. SEE PAGE I-155 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A

TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap Belt Used

SUMMARY OF STATEMENT

P-37B, sustained fatal injuries, no statement.

880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

SENGER #: 37C

VEHICLE #: 37
85 Dodge Van Gray

STATE
CA

REGISTERED OWNER

E OF BIRTH
/28/48

SEATING POSITION
Row 1, Right

NARRATIVE DESCRIPTION: Page IV-85

URY DESCRIPTION - Fatal

:, sustained fatal injuries as a result of multiple blunt injuries, Coroner's Case # 89-2142. SEE PAGE I-155 FOR PSY SUMMARY.

SPORTED BY: N/A

TRANSPORTED TO: N/A

ETY EQUIPMENT - Lap Belt Used

MARY OF STATEMENT

:, sustained fatal injuries, no statement.

ENGER #: 37D

VEHICLE #: 37
85 Dodge Van Gray

STATE
CA

REGISTERED OWNER

A OF BIRTH
13/48

SEATING POSITION
Row 2, Left

NARRATIVE DESCRIPTION: Page IV-85

RY DESCRIPTION - Fatal

:, sustained fatal injuries as a result of multiple blunt injuries, Coroner's Case # 89-2138. SEE PAGE I-156 JTOPSY SUMMARY.

PORTED BY: N/A

TRANSPORTED TO: N/A

TY EQUIPMENT - Lap Belt Used

ARY OF STATEMENT

, sustained fatal injuries, no statement.

I-880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

PASSENGER #: 37E

VEHICLE #: 37
85 Dodge Van Gray

STA
CA

REGISTERED OWNER

DATE OF BIRTH
07/20/47

SEATING POSITION
Row 2, Middle

NARRATIVE DESCRIPTION: Page IV-85

INJURY DESCRIPTION - Severe

P-37E, sustained bilateral flank hematoma, avulsion of her abdominal muscles, avulsion of her rectus and transversus, retperitoneal hemothorax, a fracture of the L3 lumbar vertebrae with associated partial paralysis of the right lower extremity, a myocardial contusion and a cerebral contusion.

TRANSPORTED BY: Ambulance

TRANSPORTED TO: Eden, Castro Valley

SAFETY EQUIPMENT - Lap Belt Used

SUMMARY OF STATEMENT

D-37E, , was seriously injured and was not interviewed during this investigation.

PASSENGER #: 37F

VEHICLE #: 37
85 Dodge Van Gray

STA
CA

REGISTERED OWNER

DATE OF BIRTH
12/25/52

SEATING POSITION
Row 2, Right

NARRATIVE DESCRIPTION: Page IV-85

INJURY DESCRIPTION - Fatal

P-37F, , sustained fatal injuries as a result of multiple blunt injuries, Coroner's Case # 89-2137. SEE PAGE I-156 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A

TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap Belt Used

SUMMARY OF STATEMENT

P-37F, , sustained fatal injuries, no statement.

SSENGER #: 37G

VEHICLE #: 37
85 Dodge Van Gray

STATE
CA

REGISTERED OWNER

TE OF BIRTH
/19/47

SEATING POSITION
Row 3, Right

NARRATIVE DESCRIPTION: Page IV-85

JURY DESCRIPTION - Fatal

G, sustained fatal injuries as a result of extensive blunt trauma, Coroner's Case # 89-2141. SEE PAGE I-157 FOR OPSY SUMMARY.

NSPORTED BY: N/A

TRANSPORTED TO: N/A

ETY EQUIPMENT - Lap Belt Used

MMARY OF STATEMENT

G, sustained fatal injuries, no statement.

SENGER #: 41A

VEHICLE #: 41
84 Chevrolet P/U Red/Wht

STATE
CA

REGISTERED OWNER

E OF BIRTH
/06/72

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-91

URY DESCRIPTION - Complaint of Pain

A, , complained of pain to his neck and back. He did not seek medical attention.

SPORTED BY: N/A

TRANSPORTED TO: N/A

ETY EQUIPMENT - Lap/Shoulder Harness Not Used

MARY OF STATEMENT

A, , was a passenger in the vehicle being driven by D-41, Mr. was present during the view with Mr. SEE THE TRANSCRIBED STATEMENT OF D-41, PAGE IIIA-407.

PASSENGER #: 42A

VEHICLE #: 42
84 BMW 733 White
STAT
CA

REGISTERED OWNER

DATE OF BIRTH
09/16/49

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-92

INJURY DESCRIPTION - Uninjured

TRANSPORTED BY: N/A

TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

P-42A, related that she was a passenger in the right front of the vehicle being driven by D-42, She indicated that the car began swaying from side to side, she noticed the partitions of the freeway were separating, and saw the freeway collapse downward. P-42A, was interviewed at the same time as D-42. SEE TRANSCRIBED STATEMENT, PAGE IIIA-413.

PASSENGER #: 46A

VEHICLE #: 46
89 Dodge Mtrhome White
STA
NY

REGISTERED OWNER

DATE OF BIRTH
02/17/63

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-97

INJURY DESCRIPTION - Severe

P-46A, sustained abrasions and lacerations to the left elbow and forehead, compression fracture to L1, L2, and L3 lumbar vertebrae. She was discharged from the hospital on October 23, 1989.

TRANSPORTED BY: Ambulance

TRANSPORTED TO: Humana Hospital, San Leandro

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

P-46A, related that she was a passenger in the vehicle being driven by her father, D-46, and was seated in the right front seat. She stated that they were S/B in the #1 T/L at 60 to 65 mph when the earthquake struck. She stated that she recalls the radio station they were listening to go off the air, then the van started bouncing. She stated she saw cars in front of them going up and down and then the road just started dropping. She stated that it happened very fast. She described the motion of the structure as dipping up and then down, "like a roller coaster", and then the structure "just dropped". SEE TRANSCRIBED STATEMENT, PAGE IIIA-461.

880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

SSENGER #: 51A

VEHICLE #: 51
75 Volvo 260 White/Blue

STATE
CA

REGISTERED OWNER

TE OF BIRTH
)/12/54

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-102

IURY DESCRIPTION - Complaint of Pain

IA, complained of pain to the right shoulder, right knee and to the neck. He was treated and released.

ISPORTED BY: Private Vehicle

TRANSPORTED TO: Brookside Hospital, San Pablo

ETY EQUIPMENT - Lap/Shoulder Harness Used

IMARY OF STATEMENT

A, related that he was a passenger in the vehicle being driven by D-51, and was seated in the right t seat. He stated was a passenger in the rear of the vehicle. He stated that the car started jumping, e a horse ride in Texas". He indicated that the freeway moved like a wave, from north to south, and looked like a er coaster. He related that the collapse happened very fast and they didn't have a chance to react. He stated the way collapsed on top of their car. SEE TRANSCRIBED STATEMENT, PAGE IIIB-13.

SENGER #: 51B

VEHICLE #: 51
75 Volvo 260 White/Blue

STATE
CA

REGISTERED OWNER

: OF BIRTH
0/09/55

SEATING POSITION
Right / Rear

NARRATIVE DESCRIPTION: Page IV-102

JRY DESCRIPTION - Uninjured

PORTED BY: N/A

TRANSPORTED TO: N/A

TY EQUIPMENT - Lap/Shoulder Harness Used

ARY OF STATEMENT

5, was not contacted during this investigation and no statement was taken.

PASSENGER #: 64A

VEHICLE #: 64
89 Honda Accord Gold
STATE CA

REGISTERED OWNER

DATE OF BIRTH 10/20/70

SEATING POSITION Right / Front

NARRATIVE DESCRIPTION: Page IV-113

INJURY DESCRIPTION - Fatal

P-64A, sustained fatal injuries as a result of multiple blunt injuries and traumatic asphyxia, Coroner's Case # 89-2171. SEE PAGE I-159 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap/Shoulder Harness Not Used

SUMMARY OF STATEMENT

P-64A, , sustained fatal injuries, no statement.

PASSENGER #: 64B

VEHICLE #: 64
89 Honda Accord Gold
STATE CA

REGISTERED OWNER

DATE OF BIRTH 09/20/70

SEATING POSITION Left / Rear

NARRATIVE DESCRIPTION: Page IV-113

INJURY DESCRIPTION - Other Visible

P-64B, was unable to be located during this investigation. His injuries were reportedly a cerebral concussion and contusion associated with head trauma.

TRANSPORTED BY: Pacific Ambulance TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

P-64B, could not be located, therefore no interview was conducted.

SENGER #: 64C

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VEHICLE #: 64
89 Honda Accord Gold

STATE
CA

REGISTERED OWNER

OF BIRTH
/06/68

SEATING POSITION
Middle / Rear

NARRATIVE DESCRIPTION: Page IV-113

RY DESCRIPTION - Severe

, sustained a closed head trauma with changing mental status, left first rib fracture, left clavicle ure, compression fracture of the L3 lumbar vertebrae and pneumothorax. He was released from the hospital on October 989.

PORTED BY: Ambulance TRANSPORTED TO: Oak Knoll Navel Hospital, Oakland

TY EQUIPMENT - Lap Belt Not Used

ARY OF STATEMENT

, was advised by his attorney not to give a statement, no interview was conducted.

NGER #: 64D

--

VEHICLE #: 64
89 Honda Accord Gold

STATE
CA

REGISTERED OWNER

OF BIRTH
817/71

SEATING POSITION
Right / Rear

NARRATIVE DESCRIPTION: Page IV-113

RY DESCRIPTION - Severe

sustained multiple contusions and abrasions to the left elbow, hand, and fingers; small laceration to the nee and a fracture to the left femur mid shaft. He was transferred to Highland Hospital for surgery.

ORTED BY: Ambulance TRANSPORTED TO: Merritt Hospital, Oakland

Y EQUIPMENT - Lap Belt Not Used

RY OF STATEMENT

was advised by his attorney not to give a statement, no interview was conducted.

I-880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

PASSENGER #: 83A

VEHICLE #: 83
89 Toyota Camry Blue

STA
CA

REGISTERED OWNER

DATE OF BIRTH
03/05/68

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-128

INJURY DESCRIPTION - Other Visible

P-83A, complained of pain to the back and suffered multiple lacerations to both legs. She was treated and released the same evening.

TRANSPORTED BY: Taxi

TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Passive Restraint Used

SUMMARY OF STATEMENT

P-83A, related via a translator that she was a passenger in the vehicle driven by D-83, She was interviewed at the same time as Mr. SEE TRANSCRIBED STATEMENT, PAGE IIIB-125.

PASSENGER #: 93A

VEHICLE #: 93
85 Honda Civic Tan

STA
CA

REGISTERED OWNER

DATE OF BIRTH
03/23/48

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-134

INJURY DESCRIPTION - Complaint of Pain

P-93A, , refused to sign the medical release form, so medical records were not obtained. Reportedly, she complaincd of pain to her head and neck.

TRANSPORTED BY: Private Vehicle

TRANSPORTED TO: Piedmont Area

SAFETY EQUIPMENT - Lap/Shoulder Harness Used

SUMMARY OF STATEMENT

P-93A, , declined to be interviewed, no statement.

SENGER #: 97A

VEHICLE #: 97
86 Dodge Colt Red

STATE
CA

REGISTERED OWNER

: OF BIRTH
/21/53

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-137

JRY DESCRIPTION - Severe

, sustained a compression fracture to the L4 lumbar vertebrae, comminuted fracture of the right tibia and a, and a laceration to the right forearm. She underwent corrective surgery for the comminuted fractures to the tibia ibula. She was transferred to Fairmont Hospital on 11/06/89 for further treatment.

PORTED BY: Ambulance TRANSPORTED TO: Eden Hospital, Castro Valley

TY EQUIPMENT - Lap/Shoulder Harness Used

IARY OF STATEMENT

, related that she was a passenger in the right front of the vehicle being driven by D-97, when the quake struck. She stated that her first indication that something was wrong came when the car started shaking back orth and swaying side to side. She indicated that small pieces of concrete fell on them, and then the upper deck beam fell across the front of their car. She stated that they were slowing down when the beam fell on them, and the t of the beam brought their car to a stop. SEE TRANSCRIBED STATEMENT, PAGE IIIB-189.

ENGER #: 97B

VEHICLE #: 97
86 Dodge Colt Red

STATE
CA

REGISTERED OWNER

OF BIRTH
218/59

SEATING POSITION
Left / Rear

NARRATIVE DESCRIPTION: Page IV-137

JRY DESCRIPTION - Severe

sustained a fractured left clavicle and contusion to the distal left tibia and fibula. She was admitted servation, as there was suspicion of injury to the spleen.

ORTED BY: Ambulance TRANSPORTED TO: Eden, Castro Valley

Y EQUIPMENT - Lap Belt Used

IRY OF STATEMENT

related via a translator that she was a passenger in the left rear of the vehicle being driver by D-97, o. She stated that her first indication that something was wrong came when the car began zig zagging back th and D-97 yelled "girls, we're going to get killed". She stated that was when "everything came down". She that the driver (D-97) reduced her speed by down shifting, and indicated that everything happened so fast that this D-97 had time to do. SEE TRANSCRIBED STATEMENT, PAGE IIIB-195.

I-880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

PASSENGER #: 97C

VEHICLE #: 97
86 Dodge Colt Red

STA
CA

REGISTERED OWNER

DATE OF BIRTH
08/09/61

SEATING POSITION
Middle / Rear

NARRATIVE DESCRIPTION: Page IV-137

INJURY DESCRIPTION - Fatal

P-97C, sustained fatal injuries as a result of multiple blunt injuries. SEE PAGE I-165 FOR AUTOPSY SUMMARY.

TRANSPORTED BY: N/A

TRANSPORTED TO: N/A

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

P-97C, sustained fatal injuries, no statement.

PASSENGER #: 97D

VEHICLE #: 97
86 Dodge Colt Red

STA
CA

REGISTERED OWNER

DATE OF BIRTH
10/28/62

SEATING POSITION
Right / Rear

NARRATIVE DESCRIPTION: Page IV-137

INJURY DESCRIPTION - Severe

P-97D, sustained a fracture to the left humerus, fracture to the left olecranon, ulna, and a laceration to the head. She underwent surgery on 10/19/89, and was discharged from the hospital on 10/21/89.

TRANSPORTED BY: Ambulance

TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap Belt Used

SUMMARY OF STATEMENT

P-97D, related via translator that she was a passenger seated in the right rear of the vehicle being driven by D-97, She stated that her first indication of the earthquake came when the car began shaking from side to side and the driver (D-97) began down shifting and slowing down. The next thing she knew a cross beam fell across the front of their car. SEE TRANSCRIBED STATEMENT, PAGE IIIB-201.

880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

SSENGER #: 99A

VEHICLE #: 99
89 Dodge Van Green

STATE
CA

REGISTERED OWNER

E OF BIRTH
/18/57

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-140

URY DESCRIPTION - Fatal

A, sustained fatal injuries as a result of blunt trauma to the head and abdomen, Coroner's Case # 89-2162.
PAGE I-166 FOR AUTOPSY SUMMARY.

SPORTED BY: N/A

TRANSPORTED TO: N/A

ETY EQUIPMENT - Lap/Shoulder Harness Not Used

MARY OF STATEMENT

A, sustained fatal injuries, no statement.

ENGER #:100A

VEHICLE #:100
74 Ford Granada Red

STATE
CA

REGISTERED OWNER

OF BIRTH
15/44

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-140

RY DESCRIPTION - Fatal

A, sustained fatal injuries as a result of blunt trauma to the head, brain, torso, and upper extremities,
r's Case # 89-2156. SEE PAGE I-166 FOR AUTOPSY SUMMARY.

ORTED BY: N/A

TRANSPORTED TO: N/A

TY EQUIPMENT - Unknown

ARY OF STATEMENT

, sustained fatal injuries, no statement.

PASSENGER #:100B

VEHICLE #:100
74 Ford Granada Red
STAT
CA

REGISTERED OWNER

DATE OF BIRTH
10/09/83

SEATING POSITION
Left / Rear

NARRATIVE DESCRIPTION: Page IV-140

INJURY DESCRIPTION - Severe

P-100B, sustained a traumatic amputation of the right leg above the knee and a crush injury of the left leg with severe soft tissue trauma, and neurological damage.

TRANSPORTED BY: Ambulance

TRANSPORTED TO: Children's Hospital, Oakland

SAFETY EQUIPMENT - Unknown

SUMMARY OF STATEMENT

P-100B, was not contacted for an interview.

PASSENGER #:100C

VEHICLE #:100
74 Ford Granada Red
STAT
CA

REGISTERED OWNER

DATE OF BIRTH
03/12/81

SEATING POSITION
Right / Rear

NARRATIVE DESCRIPTION: Page IV-140

INJURY DESCRIPTION - Severe

P-100C, sustained a frontal skull fracture (depressed), a la forte I and II fracture, contusion to the right eye, hypovolemic shock, and a severe closed head injury consisting of; cerebral concussion and right frontal brain contusion.

TRANSPORTED BY: Ambulance

TRANSPORTED TO: Children's Hospital, Oakland

SAFETY EQUIPMENT - Unknown

SUMMARY OF STATEMENT

P-100C, was not contacted for an interview.

SENGER #:104A

VEHICLE #:104
84 Buick Skyhawk Gray

STATE
CA

REGISTERED OWNER

E OF BIRTH
/09/85

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-144

URY DESCRIPTION - Fatal

-4A, sustained fatal injuries as a result of traumatic asphyxia, Coroner's Case # 89-2159. SEE PAGE I-168 AUTPOSY SUMMARY.

SPORTED BY: N/A TRANSPORTED TO: N/A

ETY EQUIPMENT - Lap/Shoulder Harness Used

MARY OF STATEMENT

-4A, sustained fatal injuries, no statement.

ENGER #:107A

VEHICLE #:107
77 Kenworth Tractor

STATE
CA

REGISTERED OWNER

OF BIRTH
nown

SEATING POSITION
Right / Front

NARRATIVE DESCRIPTION: Page IV-147

IRY DESCRIPTION - Other Visible

A, sustained an abrasion to the right knee, a one and one half inch laceration to the left ankle, and ained of pain to his ribs. He was discharged from the hospital on the same evening.

PORTED BY: Ambulance TRANSPORTED TO: Providence Hospital, Oakland

TY EQUIPMENT - Lap Belt Not Used

ARY OF STATEMENT

A, related that he was a passenger in the right front of the truck being driven by D-107, He d that was also a passenger in the vehicle. He stated that his first indication that something was wrong when the roadway ahead of them collapsed. He stated that he recalls the truck swerving, and thought that it might been grooves in the roadway. He related that he looked ahead and saw two sections of the upper deck falling. He ated that this happened so fast that the driver (D-107) didn't have time to take evasive action. SEE TRANSCRIBED MENT, PAGE IIIB-211.

I-880 CYPRESS STRUCTURE COLLAPSE - PASSENGER DATA SHEET

PASSENGER #:107B	VEHICLE #:107 77 Kenworth Tractor STATE CA
	REGISTERED OWNER
DATE OF BIRTH: Unknown SEATING POSITION: Middle / Front	NARRATIVE DESCRIPTION: Page IV-147

INJURY DESCRIPTION - Other Visible

P-107B, reportedly sustained a laceration to the face and left arm. He also complained of pain to the neck. His parents refused to sign a medical release form, so medical records were not obtained.

TRANSPORTED BY: Ambulance

TRANSPORTED TO: Providence Hospital, Oakland

SAFETY EQUIPMENT - Lap Belt Not Used

SUMMARY OF STATEMENT

P-107B, was not interviewed.

880 CYPRESS STRUCTURE COLLAPSE - WITNESS DATA SHEET

TNESS #:	1	SEX: F	AGE: 24	DATE OF BIRTH: 07/25/65	STATEMENT PAGE IIIC-1
TNESS #:	2	SEX: F	AGE: 35	DATE OF BIRTH: 12/30/53	STATEMENT PAGE IIIC-11
NESS #:	3	SEX: M	AGE: 29	DATE OF BIRTH: 06/28/60	STATEMENT PAGE IIIC-17
NESS #:	4	SEX: M	AGE: 23	DATE OF BIRTH: 04/23/66	STATEMENT PAGE IIIC-21
NESS #:	5	SEX: M	AGE: 50	DATE OF BIRTH: 04/08/39	STATEMENT PAGE IIIC-25
IESS #:	6	SEX: M	AGE: 33	DATE OF BIRTH: 12/15/55	STATEMENT PAGE IIIC-29
ESS #:	7	SEX: M	AGE: 31	DATE OF BIRTH: 09/30/58	STATEMENT PAGE IIIC-37
SS #:	8	SEX: M	AGE: 56	DATE OF BIRTH: 11/14/32	STATEMENT PAGE IIIC-41
SS #:	9	SEX: F	AGE: 36	DATE OF BIRTH: 10/01/53	STATEMENT PAGE IIIC-47
SS #:	10	SEX: M	AGE: 64	DATE OF BIRTH: 03/27/25	STATEMENT PAGE IIIC-51
SS #:	11	SEX: M	AGE: 59	DATE OF BIRTH: 07/22/30	STATEMENT PAGE IIIC-57

I-880 CYPRESS STRUCTURE COLLAPSE - WITNESS DATA SHEET

WITNESS #: 12 SEX: M AGE: 27 DATE OF BIRTH: 12/13/61 STATEMENT PAGE IIIC-61

WITNESS #: 13 SEX: F AGE: 33 DATE OF BIRTH: 05/11/56 STATEMENT PAGE IIIC-65

WITNESS #: 14 SEX: M AGE: 29 DATE OF BIRTH: 02/01/60 STATEMENT PAGE IIIC-71

WITNESS #: 15 SEX: M AGE: 35 DATE OF BIRTH: 02/19/54 STATEMENT PAGE IIIC-83

WITNESS #: 16 SEX: F AGE: -- DATE OF BIRTH: Unknown STATEMENT PAGE IIIC-83

WITNESS #: 17 SEX: AGE: 46 DATE OF BIRTH: 10/11/43 STATEMENT PAGE IIIC-95

WITNESS #: 18 SEX: M AGE: 43 DATE OF BIRTH: 02/18/46 STATEMENT PAGE IIIC-99

WITNESS #: 19 SEX: M AGE: 27 DATE OF BIRTH: 11/02/61 STATEMENT PAGE IIIC-103

WITNESS #: 20 SEX: F AGE: 21 DATE OF BIRTH: 04/08/68 STATEMENT PAGE IIIC-109

WITNESS #: 21 SEX: F AGE: 26 DATE OF BIRTH: 01/25/63 STATEMENT PAGE IIIC-117

WITNESS #: 22 SEX: M AGE: 22 DATE OF BIRTH: 01/18/67 STATEMENT PAGE IIIC-121

TNESS #: 23 SEX: M AGE: 39 DATE OF BIRTH: 12/28/49 STATEMENT PAGE IIIC-123

NESS #: 24 SEX: F AGE: 41 DATE OF BIRTH: 05/19/48 STATEMENT PAGE IIIC-129

NESS #: 25 SEX: M AGE: 36 DATE OF BIRTH: 01/11/53 STATEMENT PAGE IIIC-135

NESS #: 26 SEX: AGE: 46 DATE OF BIRTH: 02/07/43 STATEMENT PAGE IIIC-139

NESS #: 27 SEX: F AGE: 45 DATE OF BIRTH: 05/08/44 STATEMENT PAGE IIIC-143

IESS #: 28 SEX: M AGE: 27 DATE OF BIRTH: 02/27/62 STATEMENT PAGE IIIC-151

ESS #: 29 SEX: M AGE: 35 DATE OF BIRTH: 03/19/54 STATEMENT PAGE IIIC-153

ESS #: 30 SEX: F AGE: 28 DATE OF BIRTH: 09/10/61 STATEMENT PAGE IIIC-157

SS #: 31 SEX: M AGE: 40 DATE OF BIRTH: 09/29/49 STATEMENT PAGE IIIC-161

SS #: 32 SEX: M AGE: 44 DATE OF BIRTH: 10/24/44 STATEMENT PAGE IIIC-165

SS #: 33 SEX: M AGE: 34 DATE OF BIRTH: 06/05/55 STATEMENT PAGE IIIC-173

I-880 CYPRESS STRUCTURE COLLAPSE - WITNESS DATA SHEET

WITNESS #: 34 SEX: M AGE: 31 DATE OF BIRTH: 04/20/58 STATEMENT PAGE IIIC-177

WITNESS #: 35 SEX: M AGE: 47 DATE OF BIRTH: 07/31/42 STATEMENT PAGE IIIC-183

WITNESS #: 36 SEX: F AGE: 39 DATE OF BIRTH: 02/19/50 STATEMENT PAGE IIIC-189

WITNESS #: 37 SEX: F AGE: 66 DATE OF BIRTH: 01/29/23 STATEMENT PAGE IIIC-195

WITNESS #: 38 SEX: F AGE: 41 DATE OF BIRTH: 12/17/47 STATEMENT PAGE IIIC-199

WITNESS #: 39 SEX: M AGE: 30 DATE OF BIRTH: 01/22/59 STATEMENT PAGE IIIC-211

WITNESS #: 40 SEX: M AGE: 35 DATE OF BIRTH: 08/10/54 STATEMENT PAGE IIIC-215

WITNESS #: 41 SEX: F AGE: 39 DATE OF BIRTH: 09/25/51 STATEMENT PAGE IIIC-221

WITNESS #: 42 SEX: M AGE: 58 DATE OF BIRTH: 12/02/30 STATEMENT PAGE IIIC-227

WITNESS #: 43 SEX: M AGE: 58 DATE OF BIRTH: 10/21/30 STATEMENT PAGE IIIC-231

WITNESS #: 44 SEX: M AGE: 37 DATE OF BIRTH: 03/01/52 STATEMENT PAGE IIIC-237

880 CYPRESS STRUCTURE COLLAPSE - WITNESS DATA SHEET

TNESS #: 45 SEX: F AGE: 45 DATE OF BIRTH: 05/18/44 STATEMENT PAGE IIIC-243

NESS #: 46 SEX: M AGE: 24 DATE OF BIRTH: 02/22/65 STATEMENT PAGE IIIC-253

NESS #: 47 SEX: F AGE: 29 DATE OF BIRTH: 02/27/60 STATEMENT PAGE IIIC-261

NESS #: 48 SEX: F AGE: 28 DATE OF BIRTH: 09/01/61 STATEMENT PAGE IIIC-271

ESS #: 49 SEX: M AGE: 40 DATE OF BIRTH: 11/12/48 STATEMENT PAGE IIIC-277

ESS #: 50 SEX: F AGE: 28 DATE OF BIRTH: 01/21/61 STATEMENT PAGE IIIC-283

ESS #: 51 SEX: M AGE: 32 DATE OF BIRTH: 12/01/56 STATEMENT PAGE IIIC-293

SS #: 52 SEX: M AGE: 32 DATE OF BIRTH: 09/15/57 STATEMENT PAGE IIIC-295

SS #: 53 SEX: M AGE: 34 DATE OF BIRTH: 08/06/55 STATEMENT PAGE IIIC-305

S #: 54 SEX: M AGE: 33 DATE OF BIRTH: 08/30/56 STATEMENT PAGE IIIC-309

S #: 55 SEX: F AGE: 58 DATE OF BIRTH: 05/27/31 STATEMENT PAGE IIIC-313

WITNESS #: 56 SEX: F AGE: 74 DATE OF BIRTH: 11/17/14 STATEMENT PAGE IIIC-317

WITNESS #: 57 SEX: F AGE: 56 DATE OF BIRTH: 03/18/33 STATEMENT PAGE IIIC-347

WITNESS #: 58 SEX: F AGE: 35 DATE OF BIRTH: 08/15/54 STATEMENT PAGE IIIC-347

WITNESS #: 59 SEX: F AGE: 39 DATE OF BIRTH: 06/10/50 STATEMENT PAGE IIIC-347

WITNESS #: 60 SEX: M AGE: 22 DATE OF BIRTH: 04/07/67 STATEMENT PAGE IIIC-348

WITNESS #: 61 SEX: M AGE: 33 DATE OF BIRTH: 10/02/56 STATEMENT PAGE IIIC-348

WITNESS #: 62 SEX: M AGE: 37 DATE OF BIRTH: 11/19/51 STATEMENT PAGE IIIC-348

WITNESS #: 63 SEX: F AGE: 28 DATE OF BIRTH: 09/19/61 STATEMENT PAGE IIIC-349

WITNESS #: 64 SEX: M AGE: 39 DATE OF BIRTH: 05/10/50 STATEMENT PAGE IIIC-349

WITNESS #: 65 SEX: F AGE: 41 DATE OF BIRTH: 03/14/48 STATEMENT PAGE IIIC-349

WITNESS #: 66 SEX: F AGE: 28 DATE OF BIRTH: 11/29/60 STATEMENT PAGE IIIC-350

880 CYPRESS STRUCTURE COLLAPSE - WITNESS DATA SHEET

TNESS #: 67 SEX: M AGE: 32 DATE OF BIRTH: 08/31/57 STATEMENT PAGE IIIC-350

NESS #: 68 SEX: F AGE: 53 DATE OF BIRTH: 12/29/35 STATEMENT PAGE IIIC-350

NESS #: 69 SEX: M AGE: 47 DATE OF BIRTH: 11/18/41 STATEMENT PAGE IIIC-351

NESS #: 70 SEX: M AGE: 18 DATE OF BIRTH: 12/25/70 STATEMENT PAGE IIIC-351

NESS #: 71 SEX: M AGE: 53 DATE OF BIRTH: 11/10/35 STATEMENT PAGE IIIC-352

ESS #: 72 SEX: M AGE: 29 DATE OF BIRTH: 01/09/60 STATEMENT PAGE IIIC-352

ESS #: 73 SEX: M AGE: 27 DATE OF BIRTH: 12/21/61 STATEMENT PAGE IIIC-352

SS #: 74 SEX: F AGE: 60 DATE OF BIRTH: 06/07/29 STATEMENT PAGE IIIC-353

SS #: 75 SEX: M AGE: 54 DATE OF BIRTH: 08/13/35 STATEMENT PAGE IIIC-353

SS #: 76 SEX: M AGE: 41 DATE OF BIRTH: 02/12/48 STATEMENT PAGE IIIC-353

S #: 77 SEX: M AGE: 33 DATE OF BIRTH: 05/12/56 STATEMENT PAGE IIIC-353

I-880 CYPRESS STRUCTURE COLLAPSE - WITNESS DATA SHEET

WITNESS #: 78 SEX: M AGE: 25 DATE OF BIRTH: 12/02/63 STATEMENT PAGE IIIC-354

WITNESS #: 79 SEX: M AGE: 33 DATE OF BIRTH: 10/15/56 STATEMENT PAGE IIIC-354

WITNESS #: 80 SEX: F AGE: 25 DATE OF BIRTH: 01/03/64 STATEMENT PAGE IIIC-354

WITNESS #: 81 SEX: F AGE: 55 DATE OF BIRTH: 08/26/34 STATEMENT PAGE IIIC-355

WITNESS #: 82 SEX: F AGE: 31 DATE OF BIRTH: 11/12/57 STATEMENT PAGE IIIC-355

WITNESS #: 83 SEX: M AGE: 28 DATE OF BIRTH: 01/07/61 STATEMENT PAGE IIIC-355

WITNESS #: 84 SEX: M AGE: 25 DATE OF BIRTH: 02/15/64 STATEMENT PAGE IIIC-356

WITNESS #: 85 SEX: M AGE: 22 DATE OF BIRTH: 09/28/67 STATEMENT PAGE IIIC-356

WITNESS #: 86 SEX: M AGE: 32 DATE OF BIRTH: 03/26/57 STATEMENT PAGE IIIC-356

WITNESS #: 87 SEX: M AGE: 32 DATE OF BIRTH: 10/03/57 STATEMENT PAGE IIIC-357

WITNESS #: 88 SEX: M AGE: 22 DATE OF BIRTH: 06/19/67 STATEMENT PAGE IIIC-357

NESS #:	89	SEX: M	AGE: 43	DATE OF BIRTH: 09/18/46	STATEMENT PAGE IIIC-358
NESS #:	90	SEX: M	AGE: 25	DATE OF BIRTH: 09/02/64	STATEMENT PAGE IIIC-358
NESS #:	91	SEX: M	AGE: --	DATE OF BIRTH: Unknown	STATEMENT PAGE IIIC-358
ESS #:	92	SEX: M	AGE: 49	DATE OF BIRTH: 10/01/40	STATEMENT PAGE IIIC-359
ESS #:	93	SEX: F	AGE: 36	DATE OF BIRTH: 11/13/52	STATEMENT PAGE IIIC-359
ESS #:	94	SEX: F	AGE: 39	DATE OF BIRTH: 07/07/51	STATEMENT PAGE IIIC-359
SS #:	95	SEX: M	AGE: 45	DATE OF BIRTH: 11/29/43	STATEMENT PAGE IIIC-360
SS #:	96	SEX: M	AGE: 27	DATE OF BIRTH: 07/04/62	STATEMENT PAGE IIIC-360
SS #:	97	SEX: M	AGE: 32	DATE OF BIRTH: 01/06/57	STATEMENT PAGE IIIC-360
S #:	98	SEX: M	AGE: 41	DATE OF BIRTH: 10/31/47	STATEMENT PAGE IIIC-361
S #:	99	SEX: M	AGE: 45	DATE OF BIRTH: 02/26/44	STATEMENT PAGE IIIC-323

I-880 CYPRESS STRUCTURE COLLAPSE - WITNESS DATA SHEET

WITNESS #: 100 SEX: M AGE: 48 DATE OF BIRTH: 05/14/41 STATEMENT PAGE IIIC-333

WITNESS #: 101 SEX: M AGE: 50 DATE OF BIRTH: 02/10/39 STATEMENT PAGE IIIC-341

D-8, sustained fatal injuries as a result of this incident, Coroner's case # 89-2136. An autopsy was performed on October 18, 1989, at 0945 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Paul W. Herrmann, M.D. was the attending pathologist. The cause of death was listed as blunt trauma to the chest and abdomen with associated trauma to the head and brain. The following injuries and observations were noted from the Coroner's report:

1. Extensive crush fractures to the ribs.
2. Bilateral hemothorax.
3. Lacerations of the liver and spleen.
4. Hemoperitoneum.
5. Laceration of the scalp with fractures of the skull.
6. Subarachnoid hemorrhage and contusion of the brain.
7. Bilateral fractures of the clavicles.
8. Fracture of the proximal left tibia.
9. Extensive contusions of the chest wall and extremities.

D-28, , sustained fatal injuries as a result of this incident, Coroner's case # 89-2140. An external examination was performed on October 18, 1989, at 0830 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Paul W. Herrmann, M.D. was the attending pathologist. The cause of death was listed as blunt trauma to the head with depressed skull fractures and laceration of the brain. The following injuries and observations were noted from the Coroner's report:

1. Contusions, abrasions and lacerations to the face and scalp.
2. Extensive fractures of the skull, with extensive depressed fractures and trauma to the underlying brain and the base of the skull.
3. Dislocation of the right ankle.
4. Abrasions of the left side of the anterior chest.
5. Scattered small abrasions on the upper and lower extremities.
6. Contused abrasion to the abdomen.

P-37B, sustained fatal injuries as a result of this incident, Coroner's case # 89-2139. An autopsy was conducted on October 18, 1989, at 1030 hours at the Coroner's Bureau, 480 4th street, Oakland, CA. Thomas W. Rogers, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries. The following injuries and observations were noted from the Coroner's report:

1. Transection of the aorta.
2. Multiple rib fractures.
3. Left hemothorax.
4. Intestinal ruptures.

P-37C, sustained fatal injuries as a result of this incident, Coroner's case # 89-2142. An autopsy was performed on October 18, 1989, at 1035 hours at the Coroner's Bureau, 480 4th street, Oakland, CA. Thomas W. Rogers, M.D. was the attending pathologist. The cause of death was listed as

multiple blunt injuries. The following injuries and observations were noted from the Coroner's report:

1. Multiple blunt injuries.
2. Fractures to the right tibia and fibula.
3. Traumatic disruption to the retroperitoneal area.
4. Laceration to the small bowel mesentery.
5. Blunt injuries to the liver.

P-37D, sustained fatal injuries as a result of this incident, Coroner's case # 89-2138. An autopsy was performed on October 18, 1989, at 1000 hours at the Coroner's Bureau, 480 4th street, Oakland, CA. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries. The following injuries and observations were noted from the Coroner's report:

1. Complete transection of the thoracic spine with transection of the spinal cord.
2. Laceration of the intercostal space three-four bilaterally.
3. Bilateral sacroiliac fractures.
4. Bilateral hemothoraces.
5. Laceration of the hilum of the left lung.
6. Multiple lacerations of small bowel mesentery.
7. Complete transection of the small bowel.
8. Hemoperitoneum.
9. Leakage of intestinal contents.
10. External abrasions, contusions and lacerations.
11. Laceration of soft tissue of abdominal wall.
12. Transection of the Aorta.

P-37F, sustained fatal injuries as a result of this incident, Coroner's case # 89-2137. An autopsy was performed on October 18, 1989, at 0930 hours at the Coroner's Bureau, 480 4th street, Oakland, CA. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries. The following injuries and observations were noted from the Coroner's report:

1. Complete transection of the thoracic spine with transection of spinal cord and telescoping of thoracic spine.
2. Extensive sacroiliac and sacrolumbar fracturing, with laceration of the surrounding soft tissue.
3. Fracture to the left lower leg.
4. Multiple scalp contusions.
5. Subarachnoid staining of the left side of the brain.
6. Bilateral hemothoraces.
7. Lacerations of the small bowel and colonic mesentery.
8. Multiple lacerations of the small and large bowel, with extrusion of intestinal contents.
9. Laceration of the spleen.
10. Transection of the rectum.
11. Multiple rib fractures.

12. Laceration of the intercostal space three-four bilaterally .
13. Cerebral flattening.
14. Multiple external contusions, abrasions and lacerations.

P-37G, , sustained fatal injuries as a result of this incident, Coroner's case # 89-2141. An autopsy was performed on October 18, 1989, at 1100 hours at the Coroner's Bureau, 480 4th street, Oakland, CA. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as extensive blunt trauma. The following injuries and observations were noted from the Coroner's report:

1. Transverse fracture of the lumbar spine with transection of the spinal cord.
2. Extensive laceration of soft tissue adjacent to and posterior to the lumbar spine with extensive intramuscular and retroperitoneal hemorrhage.
3. Bilateral sacroiliac fracture separation.
4. Lacerations of mesentery of small bowel.
5. Extensive hemorrhage around the colon and into mesentery of small bowel.
6. Subarachnoid staining of the brain.
7. Scalp contusions and lacerations.
8. Multiple comminuted fractures of the left leg.
9. Multiple external contusions, abrasions and lacerations.

D-50, , sustained fatal injuries as a result of this incident, Coroner's case # 89-2155. He was located in his vehicle on October 19, 1989, at approximately 0330 hours and displayed no signs of life. An autopsy was performed on October 19, 1989, at 1200 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Thomas Wayne Rogers, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries. The following injuries and observations were noted on the Coroner's report:

1. Multiple traumatic injuries involving all areas of the body;
   a. Mangling of the head and neck.
   b. Severe mangling of both arms.
   c. Compound fracture of the right ankle.
   d. Severe mangling and flattening of the torso.
   e. Multiple fractured ribs.
   f. Cranial vault has been totally disrupted by traumatic injuries.

D-53, sustained fatal injuries as a result of this incident, Coroner's case # 89-2153. He was found in his vehicle with no signs of life on October 19, 1989, at approximately 0105 hours. An autopsy was performed on October 19, 1989, at 0900 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Paul W. Herrmann, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries. The following injuries and observations were noted on the Coroner's report:

1. Contusions of the scalp.

2. Traumatic subarachnoid hemorrhages of the brain.
3. Contusions to the brain.
4. Subdural hemorrhage.
5. Extensive pulverizing lacerations of the liver.
6. Fracture of the right seventh rib.

D-54, sustained fatal injuries as a result of this incident, Coroner's case # 89-2157. He was found in his vehicle with no signs of life on October 19, 1989, at approximately 0930 hours. An autopsy was performed on October 20, 1989, at 0800 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries and extensive thermocutaneous burns. The following injuries and observations were noted on the Coroner's report:

1. Traumatic decapitation of the head.
2. Hinge fracture of the base of the skull.
3. Extensive burning and charring of the head.
4. Multiple rib fractures to the left side of the rib cage.
5. Extensive fracture separation of anterior pelvis at the pubic symphysis.
6. Extensive burning and charring of the entire body.
7. Extensive thermocoagulation of all organs.
8. Small amount of retroperitoneal hemorrhage around the left kidney.

D-56, sustained fatal injuries as a result of this incident, Coroner's case # 89-2193. He was removed from the remains of his vehicle on October 21, 1989, at approximately 2350 hours. An external examination was performed upon the remains on October 22, 1989, at 1000 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as extensively burned remains. No determination as to sex or age could be made from the remains.

D-61, sustained fatal injuries as a result of this incident, Coroner's case # 89-2195. He was found in his vehicle with no signs of life on October 22, 1989, at approximately 0145 hours. An autopsy was performed on October 22, 1989, at 0900 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as crush-type blunt injuries to the thorax and pelvis. The following injuries and observations were noted on the Coroner's report:

1. Multiple rib fractures to the left and right sides, both anterior and posterior.
2. Extensive pelvic fractures.
3. Decomposition of all organs.
4. Fracture of the left sacroiliac region.
5. Fracture of the left clavicle.
6. Postmortem decomposition.

D-63, sustained fatal injuries as a result of this incident, Coroner's case # 89-2257. His remains were found with his vehicle on October 31, 1989, at approximately 0300 hours. An autopsy was performed on October 31, 1989, at 1115 hours and on November 1, 1989, at 1100 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Paul W Herrmann, M.D. was the attending pathologist. The cause of death was listed as extensive blunt trauma. The following injuries and observations were noted from the Coroner's report:

1. Extensive destruction of the body.
2. Advanced postmortem decomposition.
3. Fragments of rib, muscle, and small bowel showing advanced decomposition.

D-64, , sustained fatal injuries as a result of this incident, Coroner's case # 89-2172. He was found in the driver's seat of his vehicle with no signs of life and was extricated on October 20, 1989, at approximately 0840 hours. An autopsy was performed on October 20, 1989, at 1330 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Paul W. Herrmann, M.D. was the attending pathologist. The cause of death was listed as crushing blunt injury to the chest with nearly complete avulsion of the heart from the great vessels and pericardium. The following injuries and observations were noted from the Coroner's report:

1. Contusions of the chest wall.
2. Extensive fractures of the ribs.
3. Laceration of the left and right upper lung.
4. Traumatic emphysema of the left lung.
5. Nearly complete avulsion of the heart from the pericardial sac.
6. Bilateral hemothorax.
7. Laceration of the bridge of the nose.
8. Scattered abrasions of the extremities.

P-64A, sustained fatal injuries as a result of this incident, Coroner's case # 89-2171. She was found in the right front passenger's seat of V-64 with no signs of life on October 20, 1989, and was extricated at approximately 0849 hours. An autopsy was performed on October 20, 1989, at 1325 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Thomas W. Rogers, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries and traumatic asphyxia. The following injuries and observations were noted on the Coroner's report:

1. Multiple blunt injuries;
   a. Skin.
   b. Anterior wall of the chest.
   c. Lungs.
   d. Cranial vault.

D-65, sustained fatal injuries as a result of this incident, Coroner's case # 89-2192. D-65 was found in his vehicle with no signs of life on October 21, 1989, at approximately 2117 hours. An autopsy was performed on

October 22, 1989, at 0900 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries and decapitation. The following injuries and observations were noted on the Coroner's report:

1. Traumatic decapitation of the head at the base of the skull.
2. Fracture of the maxilla.
3. Multiple lacerations and abrasions.

D-66, , sustained fatal injuries as a result of this incident, Coroner's case # 89-2376. He was located trapped in his vehicle in the structure on October 21, 1989, at approximately 0600 hours. He was successfully extricated from the vehicle at approximately 1130 hours and was transported to Highland Hospital in Oakland. From Highland Hospital, he was transferred to Kaiser Permanente in Oakland on November 2, 1989. He succumbed to his injuries on Novemeber 18, 1989, at approximately 1938 hours. An autopsy was performed on November 19, 1989, at 1110 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Paul W. Herrmann, M.D. was the attending pathologist. The complete cause of death was listed as blunt trauma to the head and torso with multiple medical complications including mechanical respiratory failure, renal failure and recurrent sepsis due to intra-abdominal abscess. The following injuries and observations were noted on the Coroner's report:

1. Abrasions and contusions of the thorax and extremities.
2. Extensive fractures of the ribs on the right side.
3. Resolving contusion of the left lung, lower lobe, with infection.
4. Abscess cavity involving the retroperitoneum and lateral peritoneal wall, right pelvic brim, with involvement of the serosa of the cecum, appendix and small bowel.
5. Bilateral subperiosteal fracturing of the iliac crests of the pelvis associated with resolving bilateral hematomas.
6. Cardiomegaly with left ventricular hypertrophy.
7. Coronary atheroscleroses, severe, focal.
8. Softening and edema of the kidneys, with focal infarction.
9. Congestion and edema of the lungs.
10. Congestion of the spleen.
11. Hepatomegaly with fatty metamorphosis.
12. Bilateral subdural hemorrhages, mild.
13. Bilateral traumatic subarachnoid hemorrhages of the brain.
14. Clinical history of diabetes mellitus.

D-67, sustained fatal injuries as a result of this incident, Coroner's case # 89-2168. He was found in his vehicle with no signs of life on October 19, 1989, at approximately 2334 hours. An autopsy was performed on October 20, 1989, at 1415 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Thomas W. Rogers, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries. The following injuries and observations were noted on the Coroner's report:

1. Blunt injuries, skin.
2. Rib fractures.

3. Laceration to the heart.
4. Laceration to the pericardial sac.
5. Hemopericardium.
6. Hemothorax to the left side.

D-68, sustained fatal injuries as a result of this incident, Coroner's case # 89-2194. He was found in his vehicle with no signs of life on October 22, 1989, at approximately 0004 hours. An autopsy was performed on October 22, 1989, at 0930 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as extensive crush-type injury to the torso and head with avulsion of organs. The following injuries and observations were noted from the Coroner's report:

1. Extensive crushing injury of the torso, with avulsion of organs, rupture of diaphragm, and extensive traumatic lacerations of organs.
2. Extensive crushing blunt injury to the head and face with extensive fracturing, laceration of scalp and skin, and obvious destruction of the brain tissue.
3. Multiple fractures, lacerations, and contusions of both arms and hands.
4. Extensive traumatic laceration and fracturing of lower torso and both lower extremities.

D-69, sustained fatal injuries as a result of this incident, Coroner's case # 89-2206. She was found in her vehicle with no signs of life on October 19, 1989, at approximately 1500 hours and her remains were removed on October 24, 1989, at approximately 1800 hours. An autopsy was performed on October 24, 1989, at 1000 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as extensively charred and fragmented body. The following injuries and observations were noted on the Coroner's report:

1. Extensively charred and fragmented skeletal remains. There is no material sufficient to make either a sex, age, or size determination.

D-72, , sustained fatal injuries as a result of this incident, Coroner's case # 89-2173. She was found in her vehicle with no signs of life on October 20, 1989, at approximately 1040 hours. An autopsy was performed on October 20, 1989, at 1440 hours at the Coroner's Bureau, 480 4th street, Oakland, CA. Paul W. Herrmann, M.D. was the attending pathologist. The cause of death was listed as crushing injuries to the head and brain with associated fractures of the sternum, ribs, and pelvis. The following injuries and observations were noted from the Coroner's report:

1. Crushing injuries of the head and brain.
2. Extensive fractures of the ribs and sternum.
3. Fracture of the right humerus.
4. Fracture of the pelvis.

D-73, sustained fatal injuries as a result of this incident, Coroner's case # 89-2170. He was found in his vehicle with no signs of life on October 20, 1989, at approximately 0625 hours. An autopsy was conducted on October 20, 1989, at 1130 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Vav Meter, M.D. was the attending pathologist. The cause of death was listed as extensive blunt trauma. The following injuries and observations were noted on the Coroner's report:

1. Extensive crush injury to the thorax;
   a. Multiple rib fractures.
   b. Extensive intercostal muscle lacerations and pleural lacerations.
2. Transverse fracture of the sternum.
3. Complete transection of the Aorta.
4. Complete transection of the cervical spine with transection of the spinal cord.
5. Laceration of the Heart.
6. Multiple Lung lacerations.
7. Fracture of the right Humerus.
8. Fracture of the right Clavicle.
9. Multiple external lacerations and abrasions.

D-76, , sustained fatal injuries as a result of this incident, Coroner's case # 89-2166. He was found in his vehicle with no signs of life on October 20, 1989, at approximately 0240 hours. An autopsy was performed on October 20, 1989, at 1100 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as blunt trauma to the head, torso and extremities. The following injuries and observations were noted on the Coroner's report:

1. Multiple blunt injuries.
2. Extensive skull fracturing.
3. Scant subdural and subarachnoid hemorrhage of the brain.
4. Laceration of the under surface of the brain over skull fracture.
5. Multiple rib fractures.
6. Laceration of intercostal spaces bilaterally.
7. Multiple lung contusions.
8. Fracture of the right humerus.
9. Fracture of the left femur.
10. Multiple contusions, abrasions and lacerations.
11. Fracturing of the right facial bones and palate.
12. Early decompositional change.

D-77, sustained fatal injuries as a result of this incident, Coroner's case # 89-2181. She was found with her vehicle on October 20, 1989, at approximately 1415 hours. An external examination was performed upon the remains on October 20, 1989, and an autopsy was performed on November 6, 1989, at 1500 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as crushing blunt injury to the torso with avulsion of organs and extensive blunt trauma to the head. The following injuries and observations were noted from the Coroner's report:

1. Traumatic disruption of the torso, with subsequent transection for removal.
2. Avulsion of the thoracic organs from attachments.
3. Extensive rib fractures.
4. Extensive skull fracturing.
5. Fractures of the mandible and maxilla.
6. Multiple facial bone fractures.
7. Lacerations and abrasions of the face.
8. Extensive soft tissue laceration with extensive bony fractures of the torso, lower extremities and arms.
9. Removal of the lower torso and arms subsequent to removal of upper torso and head.

D-79, sustained fatal injuries as a result of this incident, Coroner's case # 89-2169. He was found with his vehicle on October 20, 1989, at approximately 0830 hours. An autopsy was performed on October 20, 1989, at 1330 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Thomas W. Rogers, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries and traumatic asphyxia. The following injuries and observations were noted on the Coroner's report:

1. Blunt injuries to the chest;
   a Rib fractures.
   b. Lung contusions.
   c. Laceration to the diaphragm.

D-81, sustained fatal injuries as a result of this incident, Coroner's case # 89-2164. He was found with his vehicle with no signs of life on October 20, 1989, at approximately 0145 hours. An autopsy was performed on October 20, 1989, at 1345 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Paul W. Herrmann, M.D. was the attending pathologist. The cause of death was listed as decapitation with associated traction avulsion of the ascending aorta. The following injuries were noted on the Coroner's report:

1. Traumatic avulsion of the head.
2. Intimal lacerations of the carotid arteries.
3. Traction avulsion of the ascending aorta from the heart.
4. Hemopericardium.
5. Traction lacerations of the liver.
6. Hemoperitoneum.

D-86, sustained fatal injuries as a result of this incident, Coroner's case # 89-2256. Her remains were extricated from her vehicle on October 29, 1989, at approximately 2130 hours. An autopsy was performed on October 31, 1989, at 1215 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Thomas Wayne Rogers, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries. The following injuries and observations were noted on the Coroner's report:

1. Multiple blunt injuries (crushing of body from the knees superiorly to the head).
2. Postmortem decomposition.

D-89, sustained fatal injuries as a result of this incident, Coroner's case # 89-2182. He was found in his vehicle with no signs of life on October 20, 1989, at approximately 1600 hours. An autopsy was performed on October 21, 1989, at 0845 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as traumatic asphyxia associated with multiple blunt injuries. The following injuries and observations were noted from the Coroner's report:

1. Extensive rib fractures on the left side with caving in of the chest cavity.
2. Transverse fracture of the sternum.
3. Rib fractures on the right side.
4. Petechiae in the eyes.
5. Extensive scalp contusion.
6. Focal cerebral subarachnoid hemorrhage.
7. External contusions, abrasions and lacerations.
8. Cerebral flattening.
9. Bilateral lung contusions.

D-91, sustained fatal injuries as a result of this incident, Coroner's case # 89-2180. He was located with his vehicle with no signs of life on October 20, 1989, at 1400 hours. An autopsy was performed on October 21, 1989, at 0830 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as traumatic asphyxia. The following injuries and observations were noted from the Coroner's report:

1. Petechiae in the right eye.
2. Scalp contusions.
3. Fracture and dislocation of the right ankle.
4. External abrasions and contusions.
5. Multiple pressure indentations.

D-92, sustained fatal injuries as a result of this incident, Coroner's case # 89-2175. He was located in his vehicle with no signs of life on October 20, 1989, at approximately 1130 hours. An autopsy was performed on October 20, 1989, at 1525 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Thomas Wayne Rogers, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries and traumatic asphyxia. The following injuries and observations were noted on the Coroner's report:

1. Multiple blunt injuries;
   a. Multiple rib fractures.
   b. Pulmonary contusions.
   c. Subarachnoid hemorrhage.

d. Blunt injuries to the skin.
e. Long bone fractures.

2. Traumatic asphyxia;
   a. Sequestation of blood in the skin.

P-97C, sustained fatal injuries as a result of this incident, Coroner's case # 89-2143. She was removed from the structure in a comatose condition on October 17, 1989, and transported to Highland Hospital at approximately 2010 hours. She was pronounced dead on October 18, 1989, at approximately 0134 hours by Dr. Cortazzo. An autopsy was performed on October 18, 1989, at 1000 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries. The following injuries and observations were noted on the Coroner's report:

1. Fracture of C7 cervical vertebrae.
2. Laceration of the frontal scalp with depressed skull fracture.
3. Bilateral orbital hematomas.
4. Fracture of the right humerus.
5. External abrasions and contusions.

D-98, sustained fatal injuries as a result of this incident, Coroner's case # 89-2179. Her remains were located and removed from her vehicle on October 20, 1989, at approximately 0530 hours. An autopsy was performed on October 20, 1989, at 1530 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Paul W. Herrmann, M.D. was the attending pathologist. The cause of death was listed as extensive blunt trauma. The following injuries and observations were noted from the Coroner's report:

1. Extensively charred body, with destruction of the cranium and the extremities, with associated destruction of the chest wall.
2. Extensive thermal burning of the chest and abdominal organs.
3. Blood carbon monoxide, less than 2.0 % saturation.
4. Blood cyanide, less than 0.15 % mcg/ml.

D-99, sustained fatal injuries as a result of this incident, Coroner's case # 89-2176. He was located in his vehicle with no signs of life on October 20, 1989, at approximately 0240 hours. An autopsy was performed on October 20, 1989, at 1500 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Thomas Wayne Rogers, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries, traumatic asphyxia, and thermocutaneous burns. The following injuries and observations were noted from the Coroner's report:

1. Multiple blunt injuries;
   a. Blunt injuries to the skin.
   b. Multiple sternal fractures.
   c. Multiple rib fractures.
2. Thermocutaneous burns to the skin.

P-99A, sustained fatal injures as a result of this incident, Coroner's case # 89-2162. She was located in V-99 with no signs of life on October 20, 1989, at approximately 0005 hours. An autopsy was performed on October 20, 1989, at 0845 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Paul W. Herrmann, M.D. was the attending pathologist. The cause of death was listed as blunt trauma to the head and abdomen. The following injuries and observations were noted on the Coroner's report:

1. Contusion of the scalp.
2. Subdural hemorrhage, minimal.
3. Traumatic subarachnoid hemorrhages.
4. Cerebral edema.
5. Compression groove on the anterior abdominal wall.
6. Transection of the small bowel.
7. Laceration of the mesocolon.
8. Hemorrhage into the small bowel mesentery.
9. Intra-abdominal hemorrhage.
10. Extensive thermal burns with deposition of soot over the face and extremities.
11. Aspiration of gastric contents into the larynx, trachea and bronchi.
12. Yellow staining of the inner table of the skull (probably due to the previous tetracycline usage).
13. Blood carbon monoxide, 9.4% saturation.

D-100, sustained fatal injuries as a result of this incident, Coroner's case # 89-2167. She was located on October 17, 1989; a portion of her remains were removed on October 19, 1989, at approximately 0540 hours, and the remainder on November 1, 1989, at approximately 0740 hours. An autopsy was performed on October 20, 1989, at 1000 hours and on November 1, 1989, at 1000 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as extensively lacerated and fractured lower extremities and perineal area. The following injuries and observations were noted from the Coroner's report:

1. Fracture transection of the thoracic vertebral column at the lumbar level with transection of the spinal cord.
2. Extrusion of viscera through transected body.
3. External abrasions.
4. Extensively lacerated and fractured lower extremities and perineal area.

P-100A, sustained fatal injuries as a result of this incident, Coroner's case # 89-2156. She was located on October 17, 1989; a portion of her remains were removed on October 19, 1989, at approximately 0540 hours, and the remainder on November 1, 1989, at approximately 0735 hours. An autopsy was performed on October 19, 1989, at 1100 hours and on November 1, 1989, at the Coroner's Bureau, 480 4th street, Oakland, Ca. Paul W. Herrmann, M.D. was the attending pathologist. The cause of death was listed as blunt trauma to the head, brain,

torso and upper extremities. The following injuries and observations were noted on the Coroner's report:

1. Abrasions and contusions of the face.
2. Extensive fracturing of the facial bones.
3. Extensive fractures of the skull with frontal depressed skull fracture.
4. Destruction of the frontal lobes of the brain.
5. Hemorrhagic laceration of the posterior aspect of the liver.
6. Contusions of the mesentery and retroperitoneum.
7. Contusions of the left leaf of the diaphragm.
8. Contusions of the left lung.
9. Compound fracturing of the right upper extremity, with extensive contusions of the upper extremity.
10. Postmortem transection of the body.
11. Markedly decomposed lower portion of a female body, consisting of the legs, thighs, extensively fractured pelvic bones, skin of the pelvic bones, portions of the external genitalia and skin and soft tissue of the abdomen.

D-101, sustained fatal injuries as a result of this incident, Coroner's case # 89-2160. He was located in his vehicle with no signs of life on October 19, 1989, at approximately 1550 hours. An autopsy was performed on October 20, 1989, at 0750 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Thomas Wayne Rogers, M.D. was the attending pathologist. The cause of death was listed as traumatic asphyxiation associated with multiple blunt injuries. The following injuries and observations were noted on the Coroner's report:

1. Multiple blunt injuries to the skin and torso.
   a. Rib fractures.
   b. Fracture of the sternum.
   c. Pulmonary contusions.
2. Traumatic asphyxia.

D-102, , sustained fatal injuries as a result of this incident, Coroner's case # 89-2135. He was found face down on a stretcher with no signs of life on the east side of Cypress Street on October 17, 1989, at approximately 2230 hours. An external examination was performed on October 18, 1989, at 0945 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Paul W. Herrmann, M.D. was the attending pathologist. The cause of death was listed as extensive crush injuries to the head and chest. The following injuries and observations were noted from the Coroner's report:

1. Crush injury of the head and face with avulsion of the brain.
2. Extensive lacerations and fractures involving the upper extremities.
3. Fractures of the ribs.

D-103, sustained fatal injuries as a result of this incident, Coroner's case # 89-2163. He was found in his vehicle with no signs of life on

October 19, 1989, at approximately 2000 hours. An autopsy was performed on October 20, 1989, at 0800 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Thomas Wayne Rogers, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries. The following injuries and observations were noted on the Coroner's report:

1. Multiple blunt injuries including; blunt injuries to the skin,internal organs and musculoskeletal system.
2. The inferior one-half of the body was traumatically absent.

D-104, sustained fatal injuries as a result of this incident, Coroner's case # 89-2158. She was found in the driver's seat of her vehicle with no signs of life on October 19, 1989, at approximately 1420 hours. An autopsy was performed on October 20, 1989, at 0740 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Thomas W. Rogers was the attending pathologist. The cause of death was listed as multiple blunt injuries. The following injuries and observations were noted on the Coroner's report:

1. Basilar skull fracture.
2. Multiple blunt injuries to the skin.
3. Multiple long bone fractures.

P-104A, sustained fatal injuries as a result of this incident, Coroner's case # 89-2159. He was found in the right front passenger's seat of V-104 with no signs of life on October 19, 1989, at approximately 1430 hours. An autopsy was performed on October 20, 1989, at 0830 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Sharon H. Van Meter, M.D. was the attending pathologist. The cause of death was listed as traumatic asphyxia. The following injuries and observations were noted on the Coroner's report:

1. Petechiae of both eyes.
2. Multiple areas of hemorrhage of the anterior chest.
3. Cerebral flattening.
4. Bilateral femoral fractures.
5. Fracture of the right wrist.
6. External abrasions and lacerations.
7. Early decomposition of all organs.
8. Right parietal skull fracture.
9. Right scalp contusion.

D-105, sustained fatal injuries as a result of this incident, Coroner's case # 89-2161. He was found in his vehicle with no signs of life on October 19, 1989, at approximately 2330 hours. An autopsy was performed on October 20, 1989, at 0910 hours at the Coroner's Bureau, 480 4th street, Oakland, Ca. Thomas Wayne Rogers, M.D. was the attending pathologist. The cause of death was listed as multiple blunt injuries. The following injuries and observations were noted on the Coroner's report:

1. Multiple blunt injuries involving the skin, long bones and the cranial vault.
2 Compound fractures to both ankles.
3. Multiple fractures to the anterior left rib cage.

SUPPLEMENTAL DAMAGE DESCRIPTION - V-37

V-37, a 1985 Dodge Ram Van license silver/blue in color, was inspected on November 14, 1989, at 1013 hours by Investigator R. Linson #9945. The examination was conducted at:

Co - Parts Auto Storage
282 5th street
Vallejo, Ca. 94591

OVERVIEW:

This vehicle sustained total damage as the result of a frontal impact. There was direct contact damage to the entire front end with the force lines being from front to rear. The entire front of the vehicle was pushed rearward to the front axle. There was minor contact damage to the rear of the vehicle, from a rear end type of collision with the force lines being rear to front. There were two additional impacts of minor to moderate severity from a sideswipe type of collision. The first was located above the right rear wheel, and the second was located at the trailing edge of the left door.

FRONT:

The entire front of the vehicle sustained contact damage as a result of colliding with the exposed lower deck roadway surface. The bumper was pushed rearward approximately 1.5 feet. The left side of the bumper was collapsed rearward to the left front tire. Both bumperetts were crushed against the face of the bumper. The bumper itself was crushed flat against the substructure of the grille, just to the right of mid-line. The substructure that supports the grille, head lamp assembly, and radiator was pushed rearward to the engine, partially collapsing the pulley and water pump assembly. The left side of the substructure was pulled outward, tearing the metal away at the connecting bolts which created a .4 foot gap. All head lamp assemblies were broken away and missing, exposing the wiring harness. The hood had minor contact damage located at the leading edge, on the left side and measuring inward from the left edge to approximately 1 foot. There were also deep scrapes in the paint and metal on the right side of the hood.

RIGHT SIDE:

There was contact damage located on the right front fender that pushed the fender rearward approximately 1.1 feet. This impact caused the fender to buckle outward approximately .5 feet. This induced damage pulled the trailing edge of the fender away from the joint approximately .3 feet. The bottom side of the leading edge of the front door was bent inward approximately .3 feet as the floor pan was crushed rearward, thus reducing the door opening. The leading edge of the door was buckled inward as the front fender had crushed it rearward. The door was found in the open position and the window was

in the down position. Both the upper and lower chrome strips were torn away from the vehicle, and missing. There were pry marks at the bottom trailing edge of the first door, from extrication attempts. Both windows in the side doors were broken out and some of the glass was found in the rear occupant area of the vehicle. The latches that close and open the side windows were found in the locked position. The rear latch on the side doors had several strands of brownish colored hair caught in the mechanism. There was contact damage that was located at 1.0 feet forward of the rear axle, and continued horizontally to .9 feet rear of the rear axle. This damage measured 2.1 to 2.4 feet from ground level and was apparently caused from sideswipe with a guard rail. The side window was broken out and missing. There was contact damage and black tire smear found on the extreme rear fender. This damage was located 2.3 feet to .1 feet forward of the rear of the vehicle and measured 2.7 to 3.4 feet from ground level. The upper chrome strip has been pulled away from the plastic mounting clips and the last .9 feet of the chrome strip was missing.

REAR:

The bumper was pushed inward .2 feet as a result of a rear end type of collision. There was direct contact damage located just left of mid-line. The bottom portion of the bumper had black paint transfer and smear. The left bumperette had tears in the outer surface of the rubber, however it was still attached. The window was broken out and both latch type handles indicated that the window was in the open position.

LEFT SIDE:

There was induced damage that ran horizontally throughout the entire portion of the vehicle that was rear of the front door. The side of the vehicle was pushed outward approximately .5 feet, giving a bowing appearance. Both chrome strips were torn away from the vehicle and missing. There was contact damage located at the trailing edge of the front door. This damage had red paint transfer and black smear. The body was pushed inward approximately .6 feet, and measured 1.5 to 2.5 feet from ground level. Both side windows were broken out and missing. The latches on the forward window indicate that the window was open. There was contact damage located at the bottom of the trailing edge of the door, measuring .9 feet from the bottom of the door. There was induced damage throughout the door. The door was pushed rearward near the wheel well, which bent the door outward .4 feet. The outer door skin has been pulled away at the joints, possibly from extrication attempts. There were impressions in the metal that were associated with pry marks from extrication. The window was in the half down position. There was direct contact damage at the leading edge of the left front fender. The left front fender was crushed rearward approximately 1.8 feet and contacted the left front tire. The parking light assembly was crushed.

UNDERCARRIAGE:

The cross member that connects the frame rails was broken one foot inward from the right edge. There was pavement debris and fresh scrape marks on this structure. The right side frame rail was bent in two places. The first was located 2.5 feet rearward of the leading end of the frame and was bent upwards. The second bend was located 5.2 feet rear of the leading end of the frame rail and was bent downwards. The left side frame rail was also bent in the same fashion. The first bend was located 2.5 feet rear of the leading end of the frame rail and was bent upwards. The second was located 4 feet rear of the leading end of the frame rail and was bent downwards. The oil pan was pushed upwards and the cross connecting exhaust pipe was crushed. The transmission pan was leaking, however there was no evidence of contact damage.

WHEELS:

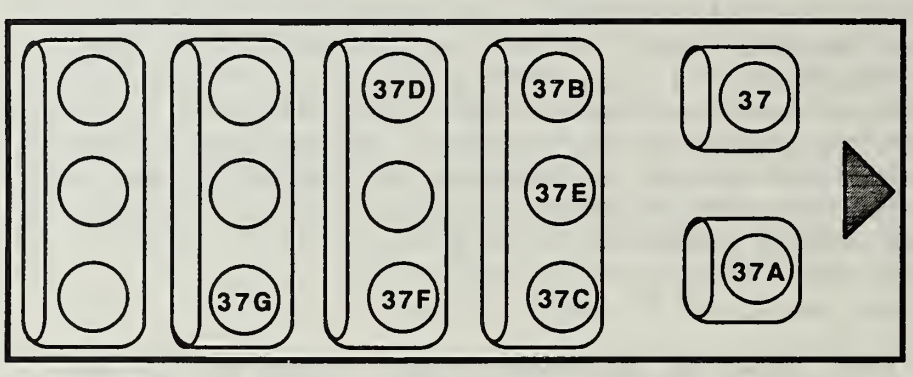
The right front wheel had two radial bends located on the outer lip of the rim. The first was located at the two o'clock position and was approximately .3 feet in length. The second was located at the three o'clock position and was approximately .2 feet in length. The right rear wheel had a radial bend to the outer lip of the rim located at the seven o'clock position and was approximately .5 feet in length. The left rear wheel had a radial bend to the outer lip of the rim located at the four o'clock position and was approximately .5 feet in length. There was no visual damage to the left front wheel. All locations of damage to the rim and wheel are located as if the valve stem were at the twelve o'clock position.

INTERIOR:

The left side of the seat back, on the left front seat, was broken away from the hinge. The steering wheel was bent and collapsed on the left side and pushed forward to the dash. The plastic molding on the dash was broken near mid-line as the dash was bent upwards at mid-line. The engine compartment cover was missing, exposing the engine. Both the right and left side floor pans, in front of the seat, were pushed upwards into the occupant area. The seat back on the first rear seat was broken away at the outer connecting points and could be moved forward or rearward freely. The mounting frame, that the seat attaches to, was bent forward and collapsed to the floor of the vehicle. The seat back on the second rear seat was broken on the right side and partially collapsed forward. The mounting frame that the seat attaches to was also collapsed, however the collapse was concentrated on the right side and was not as severe as the first seat. The mounting frame, that the third rear seat was attached to, was also bent forward, however, not completely collapsed. The seat bottom was approximately .6 feet from the floor of the vehicle on the right side, and the left side was intact.

RESTRAINTS:

The following chart gives the reconstructed seating positions for the occupants of V-37. These seating positions were reconstructed from a combination of physical evidence and the statement of P-37A,



Seating Chart V-37

The restraint system for seating positions 37 and 37A were both Type-2 three point continuous loop systems. Both of these restraint systems displayed the physical characteristics normally found when in use in this type of collision.

The remaining seating positions in V-37 were Type-1 lap belt systems. The restraint systems for seating positions 37B, 37E and 37C all displayed the physical characteristics normally found when in use in this type of collision.

The restraint systems for seating positions 37D, 37E and 37F also displayed the physical characteristics normally found when in use in this type of collision.

The remaining seating positions were inspected and did not suggest, or indicate, usage at the time of this incident.